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CANADA

DESCRIPTIVE ATLAS



DEPARTMENT OF CITIZENSHIP AND IMMIGRATION
OTTAWA

PRICE \$1.00

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558941
16-3-53



Published by
DEPARTMENT OF CITIZENSHIP AND IMMIGRATION
OTTAWA

Honourable WALTER E. HARRIS, K.C., Minister

LAVAL FORTIER, O.B.E., K.C., Deputy Minister

IMMIGRATION BRANCH
C. E. S. Smith, Director

1951

Canada Descriptive Atlas

Canada comprises the whole northern part of the North American Continent, with the exception of the United States territory of Alaska and the Islands of St. Pierre and Miquelon, colonial possessions of France. It embraces the Arctic Archipelago between Davis Strait and the connecting waterways to the 60th meridian on the east and the 141st meridian on the west. On the west, north, and east, three great oceans—the Pacific, the Arctic, and the Atlantic—form its boundaries, while its southern outline borders the United States. Its population in round figures is currently estimated at 12,898,000, averaging 3.35 to each of its 3,843,410 square miles of area. This does not preclude dense massing of its people in certain sections of the country, but vast stretches of uninhabited territory in the north equalize the proportion. Canada is somewhat larger than the United States of America, and but little smaller than all of Europe.

Canada is a land of irregular outline and great distances, with a mainland varying from the latitude of Spain and Italy to that of northern Norway. From Victoria, on the Pacific, to Dawson, on the Yukon River, is 1,550 miles by water and rail, and from the City of Quebec to St. John's, Newfoundland, on the Atlantic, is 1,467 miles. From Halifax, on the east, to Vancouver, on the west, is 3,772 miles by rail, and though on both Atlantic and Pacific shores the coast line is rugged, there is no lack of admirable harbours on each side of the continent. From the western part of the United States boundary, the 49th parallel of latitude, to the Arctic Ocean is 1,600 miles, and the region approaching the North Pole is a network of islands, peninsulas, inlets, channels, straits, sounds, and gulfs. It is computed that Canada has about 15,000 miles of navigable lakes and rivers, several of them being among the largest in the world.

More than 6 per cent of the surface of Canada is fresh-water, and one-half of the principal rivers of North

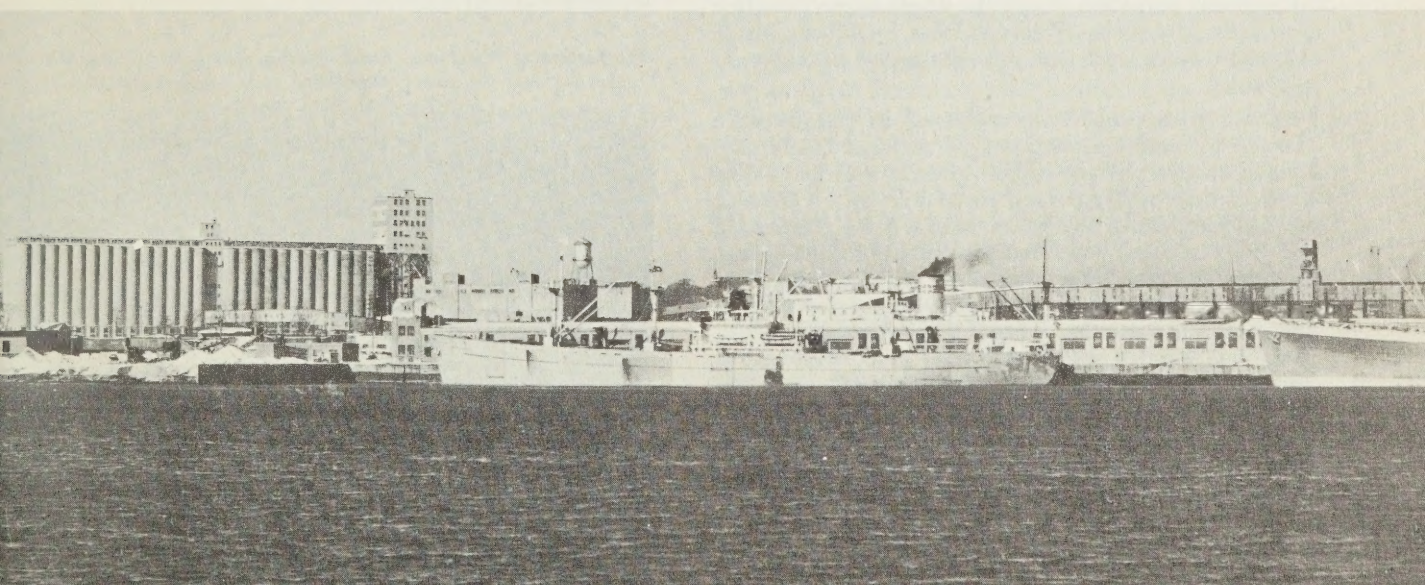
America are found within its boundaries. The chief river is the St. Lawrence, which drains the Great Lakes and is the principal water highway of Canadian commerce in the East. The principal rivers of the West are the Yukon, the Mackenzie—one of America's longest streams—the Saskatchewan, Peace, Red, Fraser, Columbia and Skeena, all of which are useful as avenues of transportation. Besides the four Great Lakes which form part of the line dividing Canada from the United States, are three others ranging in area from 9,000 to 12,000 square miles—Lake Winnipeg, Great Slave Lake, and Great Bear Lake, which equal or exceed in size Lake Erie or Lake Ontario. There are innumerable smaller inland bodies of water.

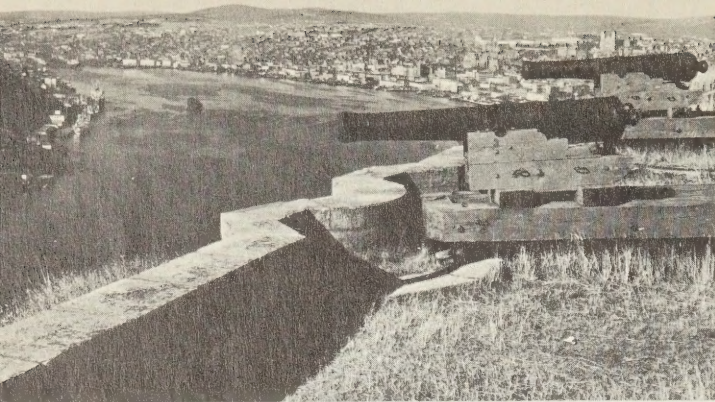
Hudson Bay is an enormous inland sea 595 miles in width and 800 miles long, connected with the Atlantic Ocean by the wide Hudson Strait, and with the Arctic Ocean by Foxe Channel and Fury and Hecla Strait. Its southern portion is called James Bay. The Hudson Bay Railway, with its terminus at Churchill, now provides a short route to the British and European markets during the navigation season for the products of a large section of Western Canada.

Historical Sketch

The story of Canada goes back over four hundred years. In 1497 John and Sebastian Cabot explored portions of the eastern coast of Newfoundland and the mainland. In 1534 Jacques Cartier, sailing from St. Malo, France, landed at Gaspé and took possession of the country in the name of the King of France. The next year he again crossed the Atlantic, and sailed up the St. Lawrence River as far as the sites of the present cities of Quebec and Montreal. Attempts at colonization failed and for over half a century little was heard in Europe of the country beyond the seas—Canada.

Ocean freighters docked at Halifax, one of Canada's busiest year-round ports





The city and harbour of St. John's, Newfoundland, from Signal Hill

In 1604 another attempt was made to colonize the new land by a French nobleman named De Monts, who in that year led an expedition to Acadia and located at Port Royal, now Annapolis. The first cultivation of the soil in Canada was at Annapolis, Nova Scotia, under De Monts in 1605. In that year and at the spot was grown the first wheat ever raised in America, and there in the same year was erected the first water-wheel to turn a millstone for the grinding of wheat on the North American continent. The colony was not a success, but De Monts was undiscouraged and in 1608 sent out another expedition under Samuel de Champlain, who had been one of his trusted lieutenants in Acadia. Sailing up the St. Lawrence, Champlain laid the foundations of the present City of Quebec. This was the real beginning of Canada.

For a century and a half the mainland of Canada remained in the possession of France. Colonists were sent from the mother country, and an attempt was made to build up a great French colony north of the English settlements in the New World. The history of the country during this period is filled with exploits of the fur trade, daring explorations, wars with the Indians, and struggles for mastery with Great Britain and the British colonies to the south. The end came in 1759 on the Plains of Abraham when the battle was fought that ended France's rule in Canada. The story of how Wolfe's invading army scaled the heights above the city on the night of September 12-13, is among the best known of historical incidents. Wolfe died victorious; Montcalm, no less gallant a soldier, was carried from the field fatally wounded, and expired on the following day. Quebec surrendered to the British, and the capitulation of Montreal, a year later, placed the whole country in their possession, though the Treaty of Paris, by which Canada was ceded to Great Britain, was not signed till February 10, 1763.

The French people who remained in Canada were allowed to retain possession of all their lands and civil laws and were guaranteed full religious freedom. The new province was governed for a time by a Governor and a Council, but a change was near at hand. The end of the American Revolution had forced out of the Thirteen Colonies a large number of their inhabitants, who chose to forfeit their lands and goods rather than prove disloyal to their mother country. These United Empire Loyalists, as they were called, came to Canada in thousands. Large groups settled in what is now Nova Scotia, New Brunswick, and the Eastern Townships of Quebec, and westward along the banks of the St. Lawrence and the Great Lakes. In 1791, the British Parliament passed the Constitutional Act, which divided the country into two

provinces known as Upper and Lower Canada and gave to each a legislature consisting of a nominative Council and an elective Assembly. This division continued until 1841, fifty years later, when the two provinces were again united by the Act of Union.

In the meantime British colonies had been established along the Atlantic Coast—Newfoundland, Nova Scotia, New Brunswick, and Prince Edward Island.

In the next ten or fifteen years the conviction gradually grew in all the colonies that a union of the British possessions in the northern part of North America was desirable and advantageous, both for the colonies themselves and for Great Britain. Conferences between representatives from the interested colonies were held at Charlottetown, at Quebec, and at London, and at last, on the first day of July, 1867, by virtue of the British North America Act, a statute of the British Parliament, the Dominion of Canada came into existence. The four original provinces were Ontario, Quebec, New Brunswick, and Nova Scotia, but provision was made for the inclusion of other colonies should they wish to join the federation. Manitoba entered in 1870, and was followed by British Columbia in 1871 and Prince Edward Island in 1873. The Provinces of Saskatchewan and Alberta were created in 1905 and Newfoundland joined Confederation in 1949.

In 1610 Henry Hudson, an English explorer, discovered the bay that bears his name. Sixty years later Charles II, King of England, granted a charter to the famous Hudson's Bay Company, under which it was given control of practically the whole northern part of the continent west of Hudson Bay. For two hundred years this immense territory was under the rule of the Company, which made practically no attempt at settlement, preferring that it should remain in the possession of the Indians and the fur traders. When, however, the Dominion of Canada was formed, it was seen that this section logically should belong to the Dominion, and steps were taken to bring this about. After prolonged negotiations the purchase for \$1,500,000 and certain grants of land was finally accomplished, and in 1870 the whole Hudson Bay Territory was formally handed over to Canada. From this new land in the far west has been carved the three fertile provinces of Manitoba, Saskatchewan, and Alberta, now one of the most productive areas in the world for wheat and a variety of field crops and farm products. The remaining part is still under the Federal Government control as the

The harbour of Vancouver, rapidly-growing metropolis of Canada's west coast



Yukon Territory and the Northwest Territories. Canada now extends from the Atlantic to the Pacific across the whole northern half of the continent.

Provinces and Territories

The ten provinces of Canada are generally divided into groups, according to their geographical position. Newfoundland, Nova Scotia, New Brunswick, and Prince Edward Island, on the Atlantic Coast, are the Maritime Provinces. Ontario and Quebec, along the St. Lawrence River, the Great Lakes, and Hudson Bay, are known as the Central Provinces. Manitoba, Saskatchewan, and Alberta, lying in the great central plain between the Laurentian Highlands and the Rocky Mountains, are referred to as the Prairie Provinces, and British Columbia, from its situation on the Pacific Ocean, the Pacific Province. Yukon Territory received its name from the great river which flows through and drains it, and the Northwest Territories are suitably named from their situation in the far north and west of Canada.

Physical Features

Physically Canada may be divided into six clearly marked divisions, each having its own special characteristics—the Appalachian and Acadian Regions, the St. Lawrence Region, the Canadian Shield, the Interior Plains, the Cordilleran Region, and the Arctic Archipelago and Hudson Bay Lowland.

The Appalachian and Acadian Regions. The Appalachian and Acadian Regions include that part of Canada lying south and southeast of the St. Lawrence Valley and eastwards of a line extending south from Quebec City to Lake Champlain. The Appalachian Region is a continuation of the Appalachian Mountain system of the eastern United States. The Acadian Region is the north-eastern division of the Appalachian Highlands and comprises the Provinces of Newfoundland, New Brunswick, Nova Scotia, and Prince Edward Island. The region is for the most part mountainous or hilly. Newfoundland is a plateau of low, gently rolling relief with its highest elevations along the western margin, where summits in the Long Range Mountains rise to more than 2,500 feet above sea level. From this elevation, the plateau slopes gradually south-eastward to an altitude of about 700 feet in the Avalon Peninsula. In central New Brunswick there is



The inner harbour at Victoria, British Columbia, seen from the top of the Parliament Building

a rugged area with summits rising over 2,000 feet. To the east of this is a lowland area of some 10,000 square miles comprising the eastern portion of the Province and all of Prince Edward Island. This area nowhere rises more than 600 feet above the sea. Nova Scotia is largely an upland region which, in the northern part of Cape Breton Island, reaches elevations of 1,500 feet.

The rivers of New Brunswick are large and rapid, but those in Nova Scotia, from the nature of the land, are for the most part comparatively short and sluggish, some being tidal. The soil is fertile, especially in the valleys and river beds. The climate is temperate and not subject to extremes. The spring is somewhat late, and the snowfall in winter is heavy, but the summer and autumn are moderate and very pleasant.

The St. Lawrence Region. The St. Lawrence Region is a lowland which stretches westward from Quebec City for a distance of some 600 miles to Lake Huron. It begins as a narrow strip bordering each side of the St. Lawrence River and gradually widens until at Montreal it has a width of 120 miles. Its northern border continues on up the Ottawa River but 50 miles west of Ottawa the belt is interrupted by a projection of the Canadian Shield known as the Frontenac axis which extends southward crossing the St. Lawrence between Kingston and Brockville. West of this axis the lowland occupies a triangular area lying between Lakes Ontario, Erie, and Huron and an east and west line drawn from Kingston to the south end of Georgian Bay. This western part in turn falls into two divisions separated from each other by a prominent topographic feature, the Niagara escarpment, an abrupt, eastward-facing rise of 250 to 300 feet, extending from Niagara River in a northwest direction to Bruce Peninsula. Still farther to the northwest, the escarpment is continued by the northward-facing cliffs of Manitoulin and adjacent islands. The lowland district is well watered, but with the exception of the Ottawa River, which flows through this region from the Highlands, and the larger tributaries of the St. Lawrence in the Province of Quebec, the rivers are not of any considerable size. The soil is mostly sandy loam and clay loam and is very fertile. Some of the finest agricultural land in the world is included in this region. The rainfall is abundant. There is considerable variation between the hot summers and the cold winters, but the winter climate is dry and invigorating. The snowfall is heavy, especially in the northern part and in Quebec Province.

The Canadian Shield. Comprising an area of nearly 2,000,000 square miles, or more than one-half of

An aerial view of Montreal Harbour, looking downriver from the entrance to the Lachine Canal





Saint John, New Brunswick, is one of the important Atlantic Coast ports

the whole of Canada, this plateau-like region includes all the land lying north of the Lowlands of the St. Lawrence up to and surrounding Hudson Bay and reach over on the west almost to the Mackenzie River. In Ontario it extends as far south as Lake Superior and Georgian Bay, while a spur stretches south into the United States, forming the Thousand Islands in the St. Lawrence River. Throughout most of the region the hills and ridges rise no more than 100 or 200 feet above the level of the adjacent lakes and valleys; however, along the southern margins of the Shield and in northeastern Quebec and Labrador, the relief is considerably more rugged. Though the general relief is low, the region in detail has a very irregular topography consisting of low, hummocky hills and ridges separated by depressions which are commonly occupied by lakes or muskegs. Lakes of all sizes and shapes, and containing numerous islands, dot practically the entire area, in places giving the appearance of a drowned area with only the ridge tops appearing. The rivers as a rule

Churchill, Manitoba, provides a northern outlet for Canadian grain via the Hudson Bay route



are mere successions of lake expansions connected by stretches in which rapids and waterfalls are numerous. The soil is not deep, but some of the valleys are quite fertile. Lying between the Muskoka section and Hudson Bay is the Great Clay Belt of Ontario, as yet largely covered with forest growth, but containing millions of acres of great fertility. This land is almost level, and is well watered. In winter the temperature is low, but the summers are very pleasant. The Muskoka Lakes, in the southern section of the Highlands, are widely known as summer resorts.

The Interior Plains Region. The Interior Plains Region of Canada is part of the great plains in the interior of the continent stretching from the Gulf of Mexico to the Arctic Ocean. In Canada it extends from the Canadian Shield on the east to the Cordillera on the west. At the United States border it has a width of about 800 miles but in the extreme northwest at the mouth of the Mackenzie River it is less than 100 miles wide. The plain from east to



The storied Rock and the Plains of Abraham overlook the harbour of Quebec City

west divides itself into three prairie steppes or levels. The first steppe, which lies wholly within the Province of Manitoba, is about 800 feet above sea-level and contains the exceptionally fertile Red River Valley. The second steppe begins in the western part of Manitoba and gradually increases in height until it reaches an elevation of about 1,600 feet at its western limit, about one-third of the way between Regina and Medicine Hat. In contrast to the first steppe, which is almost uniformly level, the second steppe is rolling and more diversified in surface. The third steppe extends westward from the second steppe until it reaches the Rocky Mountains, where it has an elevation of 3,000 feet. Its surface is still more diversified than that of the second steppe. At the base of the Rockies are the foothills, lower elevations running parallel with the main range, but much broken.

In the southern and southeastern part the surface is drained by the Red River and its tributary, the Assini-

boine, flowing into Lake Winnipeg. The Saskatchewan, with its branches and their tributaries, drains the southern part of the second and third steppes into Lake Winnipeg, the waters of which flow through the Nelson River into Hudson Bay. The northern part is drained by the Churchill into Hudson Bay, and by the Peace, Athabaska, Mackenzie and other rivers into the Arctic Ocean. The soil of the prairie region is in general rich, consisting of from light brown to black or chocolate loam. This prairie region is one of the great agricultural sections of the world. The climate is stimulating, healthful, and favourable to hardy bodies and vigorous minds. There is less rain and snow than in most other portions of the Dominion, but it is important to note that more than half of the annual rainfall occurs during the growing season when it is most needed by the farmers. The winters are severe, but in the western and southwestern sections they are modified by the warm winds which blow across the mountains and exert a marked influence on the temperature of the plain.

The Cordilleran Region. The Cordilleran Region comprises the mountainous country bordering the Pacific Ocean. The part of it that lies in Canada has an average width of 400 miles, a length in a northwest direction of 1,500 miles, and an area of 600,000 square miles. It is made up of three principal zones. On the east is the Rocky Mountain Range; along the coast is a broad belt of mountains known as the Coast Range, while between these two lies a third or intermediate belt made up of plateaux and mountain ranges. The Rocky Mountains have a maximum width of 100 miles and have many peaks with elevations of from 10,000 to 12,000 feet. The Coast Range, varying in width from 50 to 100 miles, rises abruptly from the coast to peaks which along the axis of the range reach elevations of from 7,000 to 10,000 feet. The interior plateau and mountain belt is represented in the north by the Yukon plateau, a gently rolling upland broken into a series of flat-topped ridges by valleys several thousand feet deep. In the southern part of British Columbia the interior region is a plateau rising 3,000 to 4,000 feet above sea-level and cut by valleys a thousand or more feet in depth. To the west this plateau either joins the Coast Range directly or is separated from it by the Cascade Range and other mountains. To the east between the plateau and the Rocky Mountains are a series of ranges separated by northwest-trending valleys. The Selkirk Range with peaks over 11,000 feet is the most important of these. Between the forest-clad mountain ranges lie many valleys, drained by broad and rapid rivers. One of the largest of these valleys, lying along the western base of the Rockies for 700 miles, is drained by the Columbia and Fraser Rivers and their tributaries. The Skeena drains the northern section, while the northeastern waters flow through the Peace, Liard, and other rivers into the Mackenzie. The soil in the dried-up beds of streams, and at the mouths of the rivers, is very fertile, and there are many valleys in which it yields abundantly. The climate is extremely varied, that of the coast region being moist and balmy, very much like that of southern England, but in the interior the winter is colder, with rather extreme heat in summer. The northern section is very cold during the winter months.

The Arctic Archipelago and Hudson Bay Lowland. The Arctic Archipelago includes the



Canada is rich in minerals. This is literally "a valley of coal"

islands lying north of the Canadian Shield. They have a land area of over 500,000 square miles. Except for a northward extension of the area of the rocks of the Canadian Shield, the islands for the most part are a series of plateaux formed of gently dipping strata.

The Hudson Bay Lowland bordering the west side of Hudson Bay has a length in a northwest direction of 800 miles, a width of from 100 to 200 miles and an area of 120,000 square miles. It rises from sea-level with a scarcely perceptible gradient to a height of about 400 feet.

Climate

The range of climatic conditions is as wide as the extent of the country is vast. As compared with similar latitudes in Europe, except in the territory on or near the Pacific Coast influenced by the warm waters of the ocean, the winters are longer and colder, and summers shorter, warmer, and drier. The temperature of the Pacific Coast is similar to that of the British Isles in the same latitude. In general the climate is healthful, pleasant, and invigorating.

Winter in Canada is not an indoor season, for the snow and ice provide opportunities for skiing, skating, tobogganing, ice hockey, curling and other recreations. Skiing

Canada's industrial equipment is modern. A typical blast furnace in operation





High quality fruit grows in orchard lands of British Columbia's Okanagan Valley

surpassed by agriculture and forestry. The mineral wealth, especially in metals, is obtained largely in the Precambrian or Canadian Shield, a geological formation which extends over approximately one-half of the total area of Canada.

The mining industry of this country is especially noted for its output of metals. Gold is produced to an annual value of more than \$120,000,000 and other important metals in order of value are: copper, nickel, zinc, lead, platinum metals, silver, and iron ore. Metallic mineral production includes: cadmium, cobalt, tungsten concentrates, calcium and selenium, bismuth, tin, antimony, molybdenite, magnesium, tellurium, arsenic, chromite, and titanium ore. Production value of this entire group in 1948 amounted to \$483,770,759.

Enjoying an enviable position in world mining, Canada's mineral industry includes electrolytic refineries producing metals to the highest standards of commerce.

Canada is the first country in the world in the production of nickel, platinum metals group and asbestos; second

Celery is one of the many vegetables grown in large quantities by market gardeners



in zinc and cadmium; third in gold, silver, and copper, and fourth in lead. Moreover, her exports of four metals, nickel, copper, lead, and zinc, comprise a trade in non-ferrous metals that has not a parallel in any other country.

Ninety per cent of the world's nickel is produced in Canada, principally from the copper-nickel deposits of Sudbury, Ontario. The Eldorado mine in the Northwest Territories is well known as the world's second largest source of pitchblende, the ore of radium and uranium. About two-thirds of the world's asbestos comes from the Eastern Townships of the Province of Quebec.

An important mining development was the discovery of deposits of high grade iron ore in the Quebec-Labrador border area. Extensive coal deposits, situated in five provinces, constitute one of Canada's most valuable resources. This asset has yielded approximately \$2,500,000,000 and coal, after gold, is the most important of the minerals in annual production. The coal seams in Cape Breton were the first worked in North America, and production by regular mining methods in this area dates back to 1720; coal mining on the Pacific Coast dates back about 100 years. Notable developments in the fuels were the recent disclosure by drilling of crude petroleum in the Leduc area, and a marked increase in the Lloydminster oil field production. Total fuels production value for 1948 was \$158,767,000.

Canada's commercial production of industrial minerals is of increasing importance. Clay and clay products, cement, lime, sand and gravel, and stone reached a value of \$98,779,000 in 1948, while asbestos, gypsum, salt, peat moss, magnesitic dolomite, sodium sulphate, sulphur, barite, and feldspar contribute a substantial amount of the value of the industrial production.

Manufacturing

Spurred by the impetus of World War II, Canada has entered a new era in manufacturing development, and industrial production as a whole now exceeds that of any former peacetime period in both volume and diversification of manufacture.

In addition to the recent war, two other influences have played prominent roles in the development of Canadian manufactures. These were the opening of the west at the beginning of the present century, which greatly increased the demand for manufactured goods of all kinds, especially construction materials, and World War I, which left a permanent imprint upon the variety and efficiency of Canadian plants.

The extent to which the manufacturing industries of Canada are concentrated in urban centres is indicated by the fact that in Ontario 93·6 per cent of the gross manufacturing production of the Province in 1946 was contributed by cities and towns having a gross production of over \$1,000,000 each. In Quebec the percentage was 92·2, and in the Maritime Provinces and British Columbia, where sawmilling, fish-packing, and dairying are leading industries, the proportions were 67·0 and 66·1, respectively.

In the Prairie Provinces, the leading industries are based on the agricultural resources—grain growing, cattle raising and dairying—and to a lesser extent on industries providing for the more necessary needs of the resident population. But even so, the urban concentration

of industry is high, especially in Manitoba, the percentages being Manitoba, 88.7; Saskatchewan, 78.0; and Alberta, 84.5.

For many years Canada's exports of manufactures have been larger than her imports of manufactured articles.

The ten leading manufacturing industries of Canada (1946) are pulp and paper; slaughtering and meat packing; non-ferrous metal smelting and refining; sawmills; flour and feed mills; butter and cheese; electrical apparatus and supplies; petroleum products; automobiles; and women's factory clothing.

Ontario occupies the premier position as a manufacturing province, followed by Quebec, British Columbia, Manitoba, Alberta, Nova Scotia, New Brunswick, Saskatchewan, Newfoundland and Prince Edward Island in the order named. Montreal and Toronto are in keen competition for the position of chief manufacturing centre. Hamilton, Windsor, Vancouver, Winnipeg, Montreal East, Port Colborne, Kitchener, Edmonton, Sarnia, London, Oshawa, and other places are important manufacturing centres. There are more than 33,000 manufacturing establishments in Canada which furnish employment to more than 1,200,000 persons and produce goods valued at nearly \$10,000,000,000.

Water Power

The water powers of Canada, although only partially developed, have exercised a marked influence on the economic development of the country throughout the present century, during which a gradual change has occurred from an economy based largely on agriculture to one dependent on industrial operations; this transition has closely coincided with the growth of water-power development and is still continuing. The favourable distribution of water-power resources has allowed the central provinces, although lacking in indigenous coal, to achieve particularly rapid industrialization. Progress in hydro-electric development during 1948, as measured by plants coming into operation, was at a fairly high rate and a huge program of construction is at present under way or planned which will rapidly increase capacity during the next few years.

The following table lists by provinces the total water-power resources of Canada, and the present total capacity of all water-power plants in the country, as most recently computed from the records of the Water Resources Division of the Department of Resources and Development. The estimates of available power are subject to continual revision as more lengthy, precise stream-flow records are accumulated and more detailed information on potential power sites is secured; as defined below, estimates are made on the bases of ordinary minimum flow and dependable maximum flow. The figures of developed power are computed from the manufacturer's ratings of all installed turbines and water wheels at designed heads.



Harvesting the wealth of the seas. Loading a large catch of herring on the Pacific Coast

AVAILABLE AND DEVELOPED WATER POWER IN CANADA
Computed to End of 1948

| Province | Available 24-hour power at 80% efficiency | | Capacity H.P. |
|----------------------------|---|----------------------------------|---------------|
| | At Ordinary Min. Flow H.P. | At Ordinary Six Months Flow H.P. | |
| 1 | 2 | 3 | 4 |
| British Columbia.. | 7,023,000 | 10,998,000 | 1,009,769 |
| Alberta..... | 507,800 | 1,258,000 | 106,560 |
| Saskatchewan.... | 542,000 | 1,082,000 | 111,835 |
| Manitoba..... | 3,309,000 | 5,344,500 | 503,700 |
| Ontario..... | 5,407,200 | 7,261,400 | 2,894,240 |
| Quebec..... | 8,459,000 | 13,064,000 | 5,939,697 |
| New Brunswick... | 68,600 | 169,100 | 133,347 |
| Nova Scotia..... | 20,800 | 128,300 | 140,884 |
| Prince Edward Island..... | 3,000 | 5,300 | 2,617 |
| Yukon and Northwest Terr.. | 382,500 | 813,500 | 28,069 |
| Canada..... | 25,722,900 | 40,124,100 | 10,870,718 |

Imports and Exports

With 1948 imports and exports approximating \$5,747,000,000 in total value, Canada has maintained her

Millions of cords of pulpwood pour from this conveyor belt to await manufacture into paper



170 70

160

150

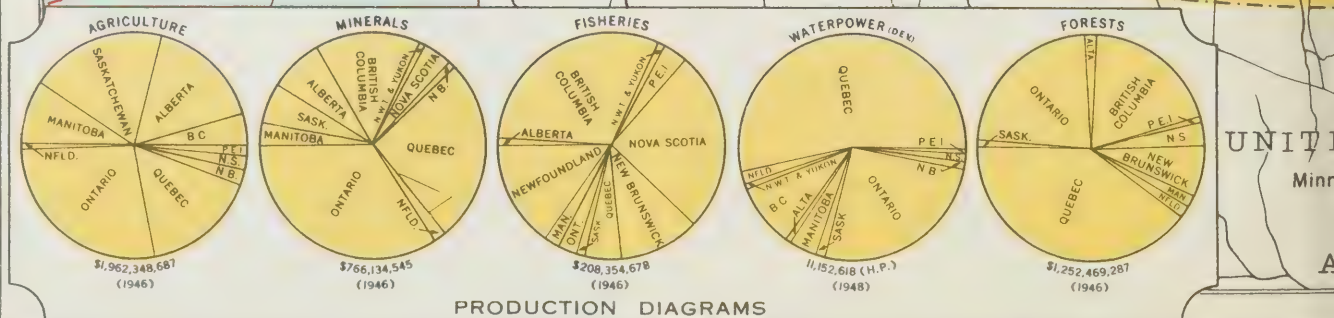
80 140

130

120

110

10



PRODUCTION DIAGRAMS



CANADA

Scale: 300 miles to 1 inch

100 0 100 200 300

REFERENCE

Railway.....

Shipping Route.....

Designated Airway.....

Main Air Route.....



Canada's vast forest lands provide the raw materials for sawmills, pulp-mills and many other plants

wartime position as one of the world's leading foreign traders.

Although Canada's export trade since the end of World War II has been running at a much higher level than it was prior to 1939, the composition of the goods shipped abroad has remained relatively stable. Leading commodities exported are newsprint paper, wheat, meats, wheat flour, planks and boards, wood-pulp, fish, automobiles and trucks, aluminum, nickel, and copper.

Commodity imports may be divided into four principal groups: (1) fuels for industry, heating, power, and transportation; (2) semi-manufactured goods for further processing; (3) capital goods for agriculture and industry; (4) goods ready for final consumption, mainly foods and manufactured consumer goods.

Transportation

There are two great railway systems in Canada, the Canadian National Railways and the Canadian Pacific Railway. Each has a transcontinental line and a network of branch lines connecting the principal urban and rural centres throughout Canada. The Canadian Pacific Railway provided Canada with its first transcontinental service in 1885. It now operates 20,896 miles of track in every province except Prince Edward Island and Newfoundland, including 3,795 miles of controlled companies in the United States.

In addition to its far-flung railway operations, the C.P.R. operates a fleet of coastal and inland steamships; a north-south air line system which is one of the world's greatest air freight carriers; a chain of year-round and summer resort hotels; a cross-Canada telegraph network; an express company that maintains offices and correspondents in practically every major city of the world; a transport company that conducts highway truck and bus operations on 2,100 miles of routes in Western Canada.

On the Atlantic, Canadian Pacific passenger and freight ships have returned to the United Kingdom-

Canada sea lanes after the war's disruption. The Canadian-Australasian line, in which the company has a half-interest, resumed regular sailings in the autumn of 1948 and it is hoped that the company's transpacific service to the Orient will be renewed without undue delay.

Since it opened up Canada by giving the Prairie Provinces and British Columbia a link with the East in 1885, Canadian Pacific has been synonymous with Canada. In those years, many great cities, some virtually founded by the railway, have come into being. There are Vancouver, metropolis of the west coast, Calgary, Regina, and Winnipeg on the Prairies, and the great mining centre of Sudbury in Northern Ontario, to name a few.

This development continues. In the past few years on the north shore of Lake Superior, for example, where only a short time ago there was wilderness, extensive plants have been built for the production of chemical pulp, and such new towns as Marathon and Terrace Bay have sprung up and are exclusively served by the C.P.R.

In Nova Scotia, the subsidiary Dominion Atlantic Railway connects Halifax and Truro with Yarmouth, its route serving the fertile Annapolis Valley. At Digby, the Company's Bay of Fundy Steamship service provides connections for passengers, express, and freight with Saint John, N.B.

From Saint John, the C.P.R. operates its short route to Montreal through the State of Maine and the Eastern Townships of Quebec. Out of Montreal, the C.P.R. serves Quebec City on its north shore run; Toronto, London, and Windsor on its main line through Ontario; Ottawa, Sudbury, and the west on its transcontinental line.

From Sudbury there is a line to Sault Ste. Marie, connecting with the subsidiary Minneapolis, St. Paul and Sault Ste. Marie Railway. West from Sudbury, the C.P.R. main line goes to Port Arthur and Fort William, the lake head centres for Canadian grain transportation, and on to Winnipeg, Regina, Calgary, and Vancouver. Throughout the prairies a great network of branch lines fan out from various centres, and the Minneapolis, St. Paul and Sault Ste. Marie Railway runs into Winnipeg, through Emerson, Man., and again connects with the C.P.R. main line at Moose Jaw, Sask., through Portal.

Canada's railway facilities are modern, speedy, and comfortable



Other international connections of the C.P.R. are at Vancouver and Yakh, B.C., for the U.S. West Coast; at Coutts, Alta., for U.S. prairie states; at Windsor, Ont., for Chicago and the United States midwest; at Niagara Falls, Ont., for New York and Pennsylvania; at Montreal, Que., for New York and Boston, and at McAdam, N.B., for New England.

The Canadian Pacific operates steamships on the Great Lakes between Fort William and Port McNicoll, and on Kootenay Lake, Slocan Lake, and Arrow Lake in British Columbia. Its British Columbia Coast Steamship Service operates from Vancouver to Victoria and Seattle; provides a service to the west coast of Vancouver Island and Queen Charlotte Islands, as well as to Prince Rupert and Alaska.

Canadian Pacific Air Lines planes fly to Calgary from Vancouver, serving the Okanagan and Kootenay districts en route. Other flights from Vancouver are to Queen Charlotte Islands and Prince Rupert, and to northern British Columbia, the Northwest Territories, and Yukon. From Edmonton there are services to the Peace River country, to Watson Lake, Mayo, and Dawson in Yukon, and the Northwest Territories as far north as Aklavik and Coppermine on the shore of the Arctic. There is also a regular air service between Whitehorse, Yukon, and Fairbanks, Alaska. In Saskatchewan, there is a service from Regina to Moose Jaw, Saskatoon, Prince Albert, and North Battleford and from Winnipeg, planes fly to Kenora and Red Lake, and to The Pas and Flin Flon. From Montreal, there is a service to Quebec and the Saguenay, with connections to points on the lower St. Lawrence.

In 1949, Canadian Pacific Air Lines inaugurated regular scheduled trans-Pacific flights to the Orient and the Antipodes. Forty-passenger pressurized Canadair Fours fly between Vancouver and Hong Kong via Alaska, calling at Tokyo and Shanghai, and between Vancouver and Sydney, Australia, via San Francisco, and calling at Honolulu, Fiji, and Auckland, New Zealand.

The Canadian National Railways, prior to Newfoundland's entry into confederation on April 1, 1949, was the only railway serving all nine provinces of Canada. Today it serves all ten provinces, having taken over the operation of the Newfoundland Railway, steamship service, dockyard, and telegraphs.

Aircraft are rapidly bringing all parts of Canada within easy reach



Gold miners drill into the rock face deep underground. Canada ranks second among gold-producing nations

The Canadian National Railways, owned by the Government of Canada, now operates 24,104 miles of main-line operated tracks, and a total of 32,806 miles of all types of trackage, including 1,784 miles of track in the United States.

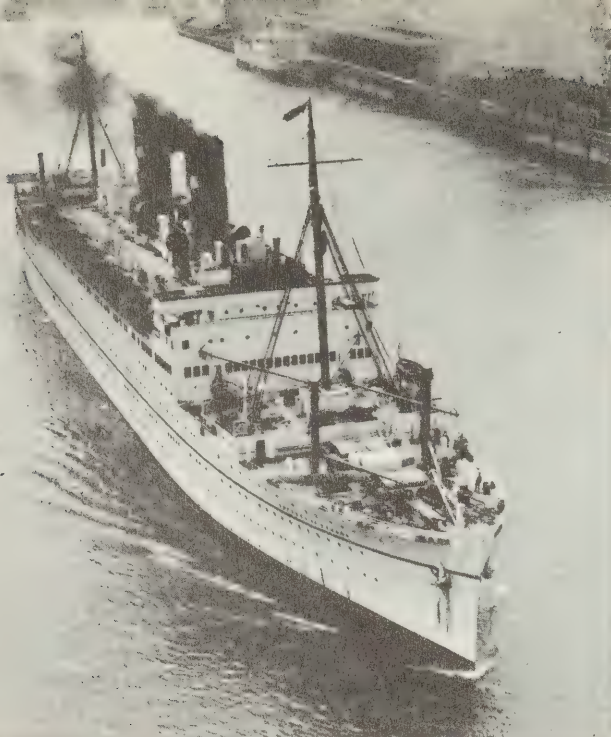
Both Atlantic and Pacific waters are served by steamships of the Canadian National Railways. The British West Indies and Caribbean are served by eight "Canadian" type cargo and passenger vessels in addition to the passenger and freight ships "Lady Rodney" and "Lady Nelson." The Newfoundland Railway's nineteen ships, eight of them passenger-carrying, are now added to the C.N.R.'s Atlantic service. On the Pacific, two fine passenger and freight ships serve the western coast from Vancouver to Skagway, Alaska.

A nation-wide telegraph service operated by the C.N.R. provides efficient communication between all principal points of Canada, with connections to all parts of the world. In addition, the Canadian National Express facilitates the movement of many thousands of parcels of goods across the country each year, and maintains offices in the United Kingdom for connection with other world points.

A chain of eight hotels across Canada is operated by the Canadian National, in addition to three summer lodge resorts at Jasper, Minaki, and Pictou. The Hotel Vancouver, in Vancouver, B.C., owned by the Canadian National, is operated jointly by the C.N.R. and the C.P.R.

The absorption of the Newfoundland Railway added 4,600 persons to the payroll of the Company. With a total of 115,672 employees, the Canadian National is the largest employer of labour in Canada.

Lines formerly operated as the Newfoundland Railway, Intercolonial Railway, the Prince Edward Island Railway, the Canadian Northern, the Transcontinental from Moncton to Winnipeg, the Grand Trunk Pacific from Winnipeg to Prince Rupert, and various branch lines as well as the lines of the Grand Trunk System are now included under the Canadian National Railways. The



One of Canada's many crack liners heads seaward after leaving its berth in Montreal Harbour

C.N.R. main line runs from St. John's, Newfoundland, Sydney, Halifax, and Saint John, N. B., on the Atlantic seaboard, to Vancouver and Prince Rupert on the Pacific shores.

Serving the local traffic of Nova Scotia, New Brunswick, and Quebec, the main line passes through Montreal, Ottawa, North Bay, Minaki, Winnipeg, Saskatoon, Edmonton, Jasper, and the Rocky Mountains to Vancouver. From Red Pass Junction, B.C., another line runs to Prince Rupert. In addition, another main line service is operated from Toronto.

An additional C.N.R. line runs from Saint John, N.B., to Winnipeg cutting through northern Quebec and northern Ontario. There are branches in all the provinces, especially in Manitoba, Saskatchewan, and Alberta, where the lines serve to tap the great grain growing districts and nearly all the principal cities and towns in Western Canada.

The government-owned Trans-Canada Air Lines handles all transcontinental air travel in Canada from Halifax, Sydney, and St. John's in the east to Vancouver and Victoria on the Pacific Coast. Since 1947 all main transcontinental flights have been scheduled over the shorter Great Lakes airway, reducing the flight time between Toronto and Winnipeg and providing Sault Ste. Marie and the Lakehead cities with their first main air line service.

A daily scheduled service between Winnipeg, Saskatoon, and Edmonton now connects with the transcontinental service. Northern Ontario is serviced by a local operation between Toronto, North Bay, Porquis, and Kapuskasing. Medicine Hat and Swift Current have been included in the transcontinental schedule. An international service is also in operation between Halifax, Yarmouth, Saint John, and Boston.

Trans-Canada Air Lines (Atlantic) Ltd. operates regular flights between Montreal and Shannon, Ireland; Prestwick (Glasgow), Scotland, and London, England.

In addition to the two great Canadian systems—the Canadian Pacific and the Canadian National Railways—there are a number of smaller railways. Among these may be mentioned the Ontario Northland Railway, owned by the Ontario Government. The main line of the O.N.R. runs from North Bay to Cochrane, a distance of 254 miles, and passes through the fertile Clay Belt of 20,000,000 acres and the silver-mining district of which Cobalt, Haileybury, and New Liskeard are the principal centres. There are branch lines to Timmins, Kirkland Lake, and Noranda, the chief towns in important gold and copper mining districts. An extension of the Ontario Northland Railway runs northward to Moosonee on James Bay, passing through the lignite coal field at Blacksmith's Rapids. The section of northern Ontario through which the lines operate is also rich in forest resources, principally pulpwood, and has important manufactures of paper.

The electric railways and motor buses in Canada bring the rural districts into close connection with the urban centres. There are over 270,000 miles of improved highways in Canada which are becoming increasingly important year by year as routes of transportation. Over them is carried a very heavy traffic, both passenger and freight.

The waterways of Canada are superior to those of most other countries, the St. Lawrence River and the Great Lakes and inter-connecting channels forming an unequalled system of inland water transportation extending from the Gulf of St. Lawrence to Port Arthur and Fort William, a distance of more than 2,000 miles. Montreal is the head of ocean navigation, and ships drawing 35 feet can steam to that point in perfect safety. Above Montreal the Federal Government has expended more than \$240,000,000 in the construction of canals to overcome the difference in level between tidewater on the St. Lawrence and Lake Superior, about 600 feet. Between Montreal and Lake Ontario the St. Lawrence canals

An unusual aerial view of Ottawa, the capital city, with the Parliament Buildings shown at centre



provide a 14-foot waterway, but in the Great Lakes area the normal navigation depth is 20 feet, although on the new Welland Ship Canal a depth of 25 feet has been provided, and a depth of 30 feet is ultimately possible.

In addition to the main canals in the St. Lawrence, across the Niagara Peninsula and at Sault Ste. Marie a series of secondary canals make possible navigation of the Ottawa River between Montreal and Ottawa at a depth of 9 feet; through the Rideau Lakes between Ottawa and Kingston at a depth of 5 feet; and also by way of the Trent Canal connecting Lake Ontario and Georgian Bay at depths varying from $4\frac{3}{4}$ feet to 8 feet 4 inches. In addition, the Chambly Canal provides 6 feet 6 inches navigation between the St. Lawrence River, at Sorel, and Lake Champlain, in New York State. The Murray Canal provides 11-foot navigation between the Bay of Quinte and Lake Ontario proper at Presqu'île; and at St. Peter's, Nova Scotia, a canal provides 18-foot navigation between the Atlantic Ocean at St. Peter's Bay and the Bras d'Or Lakes, from the northerly end of which access is again had to the Atlantic Ocean.

Passenger and freight steamers ply on the Great Lakes between all important points, and almost every navigable river and lake in Canada has its own steamers and fishing craft. Even the Mackenzie River, in the far north, is traversed by steamers during the season of navigation. Halifax, St. John's, and Saint John on the Atlantic, Quebec and Montreal on the River St. Lawrence, and Victoria, Vancouver, and Prince Rupert on the Pacific are safe havens for ships, with excellent harbour facilities.

Recreation

Canada has a wide range of recreational resources which draw each year millions of visitors from other countries. This range of attractions includes an agreeable

The Governor General, Viscount Alexander of Tunis, opens a session of Parliament with the traditional Speech from the Throne



Huge dams rise in many parts of Canada to harness water-power to meet the growing industrial and domestic demand for electricity

and healthful climate both summer and winter, magnificent scenery, excellent sport fishing, big game hunting, small game and bird shooting, camping and canoe trips.

All of the developed and much of the undeveloped part of Canada is easily accessible by rail, by steamship, by automobile or airplane. Paved motor roads lead into Canada at dozens of points along the International Boundary, and lake, coastal, and ocean steamship lines maintain regular services to the principal ports of the United States, Europe, and the Orient. From the Atlantic to the Pacific are summer and winter resorts that offer every class of accommodation from the roadside tourist camp to the palatial hotel.

Actually millions of visitors enter Canada every year, some for only a day, others for longer periods. Most of these visitors come from the United States, although there are also quite a number from the British Isles, and many other countries are represented.

The future of Canada, as a field for recreational development, is one of the signal features of her commercial outlook. Taking into account the scope, the variety and the steadily widening renown of Canada's recreational attractions, there is ample ground for the view that these natural assets will, through their direct and indirect commercial effects, prove to be one of the major forces of Canadian development in the next generation.

Of outstanding importance in the recreational life of the country are the National Parks of Canada, 26 areas of natural beauty and special interest which have been set aside in different parts of Canada from Prince Edward Island in the east to the Selkirk Mountains in British Columbia in the west. The National Parks had their beginning in 1885 when an area of 10 square miles around the hot mineral springs at Banff, Alberta, was reserved for public use. In little more than 60 years the system has expanded to include an area of more than 29,000

square miles. They are developed and administered by the Federal Government through the National Parks Service for the benefit and enjoyment of the Canadian people and visitors from other countries and they now attract upwards of a million visitors each year.

Population

When Canada, or rather that part of it lying in the valley of the St. Lawrence, was ceded by the King of France to Great Britain, the population was almost wholly French. Most of the people remained in Canada, and since that time their descendants have so increased that they now number nearly one-third of the population of the whole Dominion. By far the largest number of the French-speaking people live in the Province of Quebec, but there are quite large settlements in the Maritime Provinces, in Ontario, and in the three Prairie Provinces.

electric power facilities have made life in the country sections more enjoyable and have brought to the doors of the farmers practically all the comforts of the city. Education is general and highly prized by citizens in all walks of life. Travelling libraries circulate in almost all the provinces, and newspapers are published in all important villages and small towns. All cities and many towns have complete sanitary systems and waterworks, while electricity is available in most villages and in many farm homes. Some of the provinces provide for and support cottage hospitals in the rural districts. The churches are active in bringing to the people all the advantages of religious associations. Even in the newer settlements all the necessities and many of the luxuries and conveniences of life are available.

Social Welfare

The responsibility for social welfare in Canada rests traditionally on the provinces, which, in turn, delegate a



Modern methods of teaching are followed in Canadian schools. These students are working out their own experiments in physics



Adult education classes have drawn warm support from all classes of people throughout the country

After the conquest of Canada and the coming of the United Empire Loyalists, a stream of immigration from the British Isles set in, and this stream, with considerable fluctuations in volume, has continued to this time. The result is that the population is largely of English, Scottish, or Irish birth or descent. However large numbers of immigrants from the various European nations settled in Western Canada. They are rapidly becoming naturalized and their children are being brought up as Canadian citizens. There has also been an extensive immigration from the United States, good settlers, intelligent and forceful, men and women who have come to Canada to make homes for themselves and to take their share in its upbuilding.

Canada offers many advantages on account of its great natural resources, stable and enlightened government, and the vigour and enterprise of its people. Conditions, especially in the rural districts, have greatly improved since pioneer times. The advances in means of transportation and communication and the extension of hydro-

large share of this responsibility to the municipalities. It is but recently, relatively speaking, that the concept of public welfare has grown to include more than poor relief, sanitation and institutions of confinement and that the provinces have undertaken to meet these expanding needs by maintaining institutions of one kind or another, child welfare services, and other specialized programs. Thus the provinces themselves have latterly assumed the major role in public welfare, and even though the municipalities have continued to carry substantial burdens, the Provincial Governments have taken a direct part in co-ordinating the work and assisting by subsidies and other means.

At the same time, an increasing measure of responsibility on the part of the Federal Government has been in evidence; this was especially noticeable during the pre-war depression decade in the fields of unemployment relief, agricultural relief, old age pensions, financial aid to the provinces and, later, by the institution of a national system of contributory unemployment insurance.

In 1944 the Family Allowances Act was introduced for the purpose of equalizing opportunity for the children of Canada. The allowances are paid monthly to parents and must be spent exclusively for the maintenance, care, training, education, and advancement of the child. Except in unusual circumstances, the payments are made to the mothers of all children under sixteen years of age, including Indians and Eskimos who are eligible for the allowances.

Government

Great Britain and the members of the Commonwealth are autonomous nations, equal in status, in no way subordinate one to another in any aspect of their domestic or external affairs, though united by a common allegiance to the Crown.

Canada is a Federation, or partnership, of ten provinces and two territories. Under the constitution of Canada, known as the British North America Act, passed in 1867, certain powers are given to the Provincial Legislatures, all other powers being vested in Parliament. The Government of Canada is carried on by the Governor General, the Executive or Cabinet, and a Parliament composed of two houses, the Senate and the House of Commons. The seat of government is in Ottawa, in the Province of Ontario.

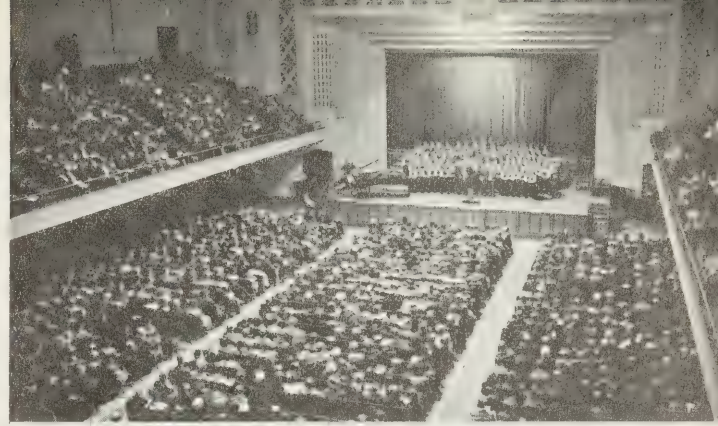
The King is represented in Canada by a Governor General, who is appointed by His Majesty on the advice of his Canadian Ministers, or, in other words, the Cabinet.

No bill passed by the Parliament of Canada becomes law without receiving the assent of the Governor General. The members of the Senate are appointed by the Governor General, that is, in practice, by the Executive Council. The Senate consists of 102 members, 24 from Ontario, 24 from Quebec, 24 from the Maritime Provinces, 24 from the four provinces of the West and 6 from Newfoundland. The Members of the House of Commons are elected by the people on the franchise of both sexes, Canada being divided into constituencies for the purposes of election. By the Representation Act (1947) the total membership in the House of Commons was increased from 245 to 255 and with the inclusion of Newfoundland, now totals 262. Parliament may be dissolved at any time by the Governor General on the advice of the Prime Minister.

While the House of Commons and the Senate, with the consent of the Governor General, enact the laws, their enforcement is entrusted to the Cabinet. The Cabinet is composed of Members of the House of Commons and the Senate. The leader of the Cabinet is the Prime Minister. The Cabinet must possess the confidence of the majority of the Members of the House of Commons.

Parliament controls criminal law, the militia, post office, railways, tariff, inland revenue, political and trade relations with other countries, immigration, fisheries, and all matters of national interest.

The government of each of the provinces is administered by a Lieutenant-Governor, who is appointed by the Governor General on the advice of the Federal



Music festivals promote the development of the arts among school children

Cabinet, an Executive Council chosen from the members of the Legislative Assembly, and a Legislative Assembly elected by the people of the province. In only one Province, namely, Quebec, there is in addition a Legislative Council appointed by the Lieutenant-Governor on the advice of the Provincial Executive Council. In the greater number of the provinces, every British subject—man or woman—twenty-one years of age or over and a resident of the province has the right to vote and to become a candidate for a seat in the Legislature. The Provincial Legislature has full control over the local affairs of its province, subject only to considerations which affect the welfare of Canada as a whole. The Members of the House of Commons and of most of the Provincial Legislatures are elected for a term of five years, but an election may be held at any time should the Government desire of its own accord or be forced to appeal to the electorate on account of an adverse vote.

In all the provinces of Canada, except Prince Edward Island and Newfoundland, there is a more or less complete system of local self-government. Under the Provincial Legislature, cities, towns, villages, and rural districts are given the right to manage their own local affairs and to tax themselves for that purpose.

Canada has established a remarkable record for maintenance of order, respect for law, and for the effective safeguarding of life and property. All judges are appointed by the Federal Government, and administer the law—Federal, Provincial, and Municipal. The reputation of the Canadian judiciary for the impartial administration

Radio forum groups meet weekly across Canada to listen to discussions of farm and other topics





Canada welcomes new citizens. These farm and industrial workers are rapidly learning the Canadian way of life

of justice is deservedly high. In addition to the local courts in each province there is the Supreme Court of Canada, to which appeals may be taken in certain cases.

Education

Under the Canadian system of government the control of education is a responsibility of the provinces, each legislature having authority over all matters relating to education. The education of Indians and Eskimos is a Federal responsibility. All the provincial systems are based upon the principle of free education, the funds being supplied by Government grants and local taxation. The school system is claimed by educationists to be equal to any in the world. From primary schools to universities the curricula are so co-ordinated as to secure a natural transition from the lower to the higher institutions.

In each province there is a complete system of public, secondary, or high schools, and one or more universities. The public schools are in most cases divided into twelve grades, eight of which are elementary and four secondary. The twelfth grade in most provinces corresponds to the first year of a university course.

Technical education has made very rapid advances and courses include agriculture, domestic science, mechanical and art courses, handicrafts and vocational instruction.

As a rule, the provincial laws provide for uniformity in the training of teachers, the use of text books, and the

grading of pupils. School terms and holidays are arranged to suit climatic and other local conditions; and it is frequently possible for students to work their way through college or university. It is the proud boast of Canada that every child regardless of the financial circumstances of his parents, is provided with the opportunity for a sound education.

For many years "adult education" was concerned only with the provision of night classes for adults who had not had the advantage of public-school education. Classes were at first in charge of day-school teachers who repeated lectures prepared for their day classes. At a later date secondary-school academic subjects were offered and while such classes have been continued they now represent but a small part of adult education as we know it. Courses offered in the secondary schools have increased in scope to include a wide variety of languages, technical and hobby pursuits, drama, art, journalism, public speaking and many others. The "lighted school-house" idea is spreading to remote areas.

Universities from coast to coast provide extension courses in general education which vary from lectures and demonstrations to correspondence courses. St. Francis Xavier, for example, fosters co-operative organizations which benefit Nova Scotia and in this regard has earned for itself an international reputation.

In several provinces the Provincial Governments provide directors who help to organize groups in the Province. Saskatchewan fosters action-study-groups, in part as a reaction to studying for studying's sake.

Expenditure on education amounts to upwards of \$195,000,000 a year. There are more than 94,000 teachers and upwards of 2,400,000 pupils.

Institutions of higher learning prepare young Canadians for useful service in varied fields



Newfoundland

Newfoundland, Canada's newest province, comprises the island of Newfoundland and Labrador on the mainland. The island virtually spans the mouth of the Gulf of St. Lawrence. On the north the island is separated from the mainland by the Strait of Belle Isle, 11 miles wide at its narrowest point. On the south, Cabot Strait is about 60 miles wide at its narrowest point.

Geologically, Newfoundland is part of the Acadian Region. The island is divided into two areas and the line of division is the long, narrow depression extending from St. George's Bay northeast to White Bay, and occupied for much of its length by Grand Lake and Sandy Lake. To the northwest of this depression lies a mountainous coastal belt dominated by the Long Range and to the southeast extends the High Plateau including the Avalon Peninsula. The general topography of the island is rough. Fertile soil is limited and the forested area is extensive. The coast is heavily indented with large bays and fiords.

The area of the island is 42,734 square miles or about 83 per cent of that of the three Maritime Provinces combined. Labrador has an area of 112,000 square miles.

Climate

Latitudinally Newfoundland is in the same parallel as France, and Labrador that of England, but the Arctic current which sweeps down the coast produces temperatures below those of European opposites. Coastal temperatures in winter rarely drop below zero in Newfoundland and seldom exceed 80 degrees in summer. Continental Labrador experiences both shorter summers and colder winters the northern portion being in the Arctic zone. Rainfall is abundant.

Fishing

Until recently, the Newfoundland economy was based entirely on the fisheries. As late as 1890, more than 90 per cent of all exports consisted of fish and fish products.

In point of numbers employed, the fishing industry has always maintained first place.

Historically, cod has been the staple of the industry, although in recent years such varieties as herring, salmon, halibut, seals, whales, and lobster have also become important. The rise in exports of fresh and frozen fillets has been the most noticeable recent development although dried salted codfish still represents more than half the total value of fish exported. In the main, the cod fishery is an inshore fishery; that is, it is carried on from a shore base, usually the fisherman's home, in small boats or dories, the fisherman leaving and returning to his base daily. A summer fishery is also carried on in Labrador largely in a similar manner, by the few fishermen who live there throughout the year and by fishermen who go there from Newfoundland in larger vessels for a few weeks in the summer. Some fishing is done in larger vessels on the Banks offshore. In recent years catching by draggers or other mechanical means has been developing, particularly to supply the fresh fish industry. Fish meals and oils are produced in considerable quantities and there is a growing canning industry.

Mining

The geology of Newfoundland is only partly known, and the search for minerals has been confined largely to coastal areas. In general, the ancient Precambrian rocks are found chiefly in the southeast, making up the Avalon Peninsula; sedimentary rocks of the Carboniferous age are located along the west coast; and the interior is underlain by Ordovician sediments, where recognized through the extensive covering of glacial drift. Mineralization has been reported from widely scattered areas but only a few ore deposits capable of commercial exploitation have so far been discovered. During the past quarter century mining has become one of Newfoundland's three major industries. Iron ore has been mined continuously for almost 60 years and as early as

The city of St. John's, Newfoundland, from the harbour



Newfoundland's seat of Government, the Colonial Building at St. John's





One of the largest pulp and paper mills in the world is located at Corner Brook

1910 annual exports exceeded a million tons. Other important mineral products are limestone, zinc, lead, fluorspar, and copper. Asbestos deposits are known to occur on the west coast of the Island. Other occurrences include the lead-zinc-silver deposits at La Pointe Bay, southwest coast, and at Fleur de Lys Harbour, near White Bay; the chromite deposits at Stowbridge, near Corner Brook; the slate deposits in Trinity Bay; and lead deposits at La Manche at the head of Placentia Bay. Before the war more than 95 per cent of all mineral production came from two developments—the iron mines at Bell Island in Conception Bay and the copper-zinc-lead mine at Buchans. Most of the remainder was limestone and fluorspar. With the exception of limestone, all output of these minerals is exported. In addition small amounts of sand and gravel, brick clay, quartzite, and structural sandstone are produced for the local markets. In 1948 the value of mineral production set an all-time record of \$20,000,000.

Attention has been called recently to Labrador by the discovery of a large deposit of high grade hematite iron ore near the headwaters of the Hamilton River. Drilling has indicated an ore body containing 660,000 tons to the vertical foot, averaging 62 per cent iron and manganese and four per cent silica. Deposits of ilmenite, varying in size from small grains to masses of several tons, have been found in the same area as the ore body. There are also low grade showings of copper, zinc, and nickel. Labradorite occurs in abundance. Other occurrences include copper near the mouth of Hamilton Inlet, mica at several places, graphite at Nachvak Inlet, and solid pyrite at the head of Rowsell Harbour.

Forests

The forest lands of Newfoundland comprise a broad belt along the west and north sides of the island extending from Port aux Basques, on the southwest corner, to Trinity Bay, on the north side of the Avalon Peninsula.

They are divided into two forest regions by the rolling hills of the Topsail Mountains, extending south from the area between White Bay and Notre Dame Bay. The chief trees of economic importance are black and white spruce, balsam fir, and white birch. In the central region black spruce is the dominant species, and balsam fir is more common in the western region. Some white pine is found in the eastern sections, but the supply has been largely depleted.

There is a third forest region in the area around Bay St. George, on the west coast. Although this section is quite limited in area, the forests contain the highest quality site stands near tide-water. In addition to excellent spruce and balsam fir, the stands are composed of yellow birch, red maple, and some white pine.

Within the productive forest area (14,400 square miles) almost one-half is classed as undisturbed virgin forest. In general these stands are well stocked with fir, spruce, and white birch averaging from 10 to 40 cords per acre. About 27 per cent of the productive forest lands has been swept by fires, which have been fewer in recent years. In most areas these stands have been restocked, chiefly with spruce, and represent immature forests of 40 to 80 years of age. During the past 40 years about 13 per cent of the area has been cut over. These stands are for the most part well restocked, with balsam fir predominant, and represent young, reproduction-age forests.

The great bulk of forest production is in the form of pulp and paper, the entire output of which comes from the Anglo-Newfoundland Development Company's mill at Grand Falls and the Bowater's (Newfoundland) Pulp and Paper Company's mill at Corner Brook. Before World War II, 90 per cent of the production of these mills was in newsprint, but sulphite and groundwood pulp have since increased in importance.

The present sawmill industry on the island is largely being carried on by numerous small mills scattered for the most part along the west and central northeast coasts. There are approximately 1,000 mills in operation. Although there has been a steady increase in their production, the output of the great majority is still very small. Most of the saw-lumber is used locally. There is some lumber imported, notably from British Columbia.

Little exact information is available concerning the forest resources of Labrador. Most of the coastal areas are barren and rocky, and this treeless zone extends much farther inland north of Nain. In southern Labrador, mature forests, chiefly black spruce, have been noted along many of the river valleys, particularly Hamilton Inlet and River. Small sawmills have operated for years at the heads of several bays on the southeastern coast.

Agriculture

Agriculture in Newfoundland is subsidiary to other industries, all production being for domestic consumption. A large proportion of farming activities is carried on by fishermen or woods-workers on a part-time basis. Agriculture is hampered by unsuitability of climate and scarcity of good soils. Except on the west coast, production of grain crops is limited to grass, fodder, and root crops.

There is some commercial farming in the Avalon Peninsula and on the west coast along the railway and in the vicinity of Corner Brook. These farms, developed to support local urban centres, produce mainly garden or dairy products, in some cases actually combining the two. Since grazing land is limited, considerable grain feed and hay are usually imported, thus making for high costs of production. Dairying depends almost entirely on the market since butter can be imported more cheaply than produced. The Avalon Peninsula is the chief area for dairying since it is near urban centres.

Hay and pasture land constitutes more than half of the arable acreage of Newfoundland. Oats is the usual grain grown, but it is ordinarily cut green for fodder. Root vegetables, especially potatoes and turnips, are grown on nearly every farm.

Agricultural exhibitions, the most elaborate at Corner Brook, are held annually in several different parts of the island.

Fur and Wildlife

The chief fur-bearers of Newfoundland are beaver, muskrat, fox, lynx, otter, marten, and weasel, all of which, except marten, have shown a substantial increase in the past five years. The same species are found in Labrador, but the number of species decreases northward until only the white fox is trapped in the Arctic sections of northern Labrador.

Newfoundland has a good supply of inland fish and game mammals. In order of abundance and importance the principal game animals are caribou, moose, black bear, and hares. Birds are a part of the food resources of the residents of both Newfoundland and Labrador. Eider ducks and the eggs of the larger seabirds are often depended upon for food by many coastal dwellers. Other birds commonly taken are gulls, murres, puffins, guillemots, wild ducks, ptarmigan, and Canada geese.

Water Power

The possibilities of expanding the utilization of Newfoundland's resources are increased by the presence of an abundance of potential water power. The climate of the island is characterized by fairly heavy and frequent precipitation, and the broken character of the land surface results in innumerable lakes and rivers. The topography

Pouch Cove is one of many fishing villages on the coast of Newfoundland



Fishermen place cod on fishing flakes to dry at Pouch Cove

of the island favours the development of water power in that the last few miles of the descent of many streams from extensive lake systems in the upland interior to sea level is very rapid.

Several power sites have been developed in the Avalon Peninsula to supply St. John's, and both coasts of the Conception Bay area. Power is also generated on Burin Peninsula on the south coast, and along the west coast of the island. The largest single power developments—Grand Falls, 70,500 h.p. and Deer Lake, 150,000 h.p.—supply the Anglo-Newfoundland and Bowater's pulp and paper companies at their respective mills on the Exploits and Humber Rivers. Undeveloped sites have been investigated several times in the Bay d'Espoir area of the south central coast, and reports indicate that a total of 400,000 horse-power could be developed from several power-sites, with the largest plant on White Bear River. Another favourable site is on Gander River, where about 50,000 horse-power could be developed, using Gander Lake for storage.

In Labrador, one of the largest single undeveloped power sites in the world is found at Grand Falls, on the Hamilton River. It is apparent that the falls are capable of more than 1,000,000 continuous horse-power. There are several other sites in Labrador which could be developed into small or medium power sources.

Transportation

The main railroad line in Newfoundland, operated by the Canadian National Railways, extends from St. John's to Port aux Basques, and three of the four branch lines are now in operation. The railroad consists of approximately 704 miles of narrow gauge track—3½ feet as compared with the standard gauge of Canadian and United States lines of 4 feet 8½ inches. The Canadian National Railways also operates a number of vessels formerly operated by the Newfoundland Railway. Seven steamers are used to carry

NEWFOUNDLAND

Scale: 70 miles to 1 inch



REFERENCE

Railway
Shipping Route
Resources

A T L A N T I C O C E A N

Churchill to Liverpool 2982

U N G A V A

B A Y

Q U E B E C

C O A S T

E

L a k e s

S h a b o g

A s h u

South Wolf I.

Domino

Table B.

Sunderich

Huntingdon

North

Henrietta I.

Porcupine

West Bay

George I.

Indian Harbour

Byron Bay

Copper

Tranque Bay

C. Harrison

Adlavik

Shapiro L.

Port Burwell

C. Chidley

Black Rock Pt.

Seven Islands

Bay

North Aulavik I.

C. Territok

Byron Bay

Guich Cape

5100

Ramah Bay

Big I.

Cape Uivuk

Hebron

Nepartokh Bay

Cod I.

KAUMAJET MTNS

4000

North

Okak

Okak B.

Cape Kiglapait

Webb

South Aulavik I.

Paul I.

Nain

Voisey B.

Korluk R.

Natakwan R.

Minasin

Musik L.

White Gull

L. Machault

Ramus

Michikamau

W. Hubbard

Disappointment

Red

Nackenz L.

Seal L.

Kaplanuk L.

Kaplanuk R.

Shapiro L.

Port Burwell

C. Chidley

Black Rock Pt.

Seven Islands

Bay

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C. Territok

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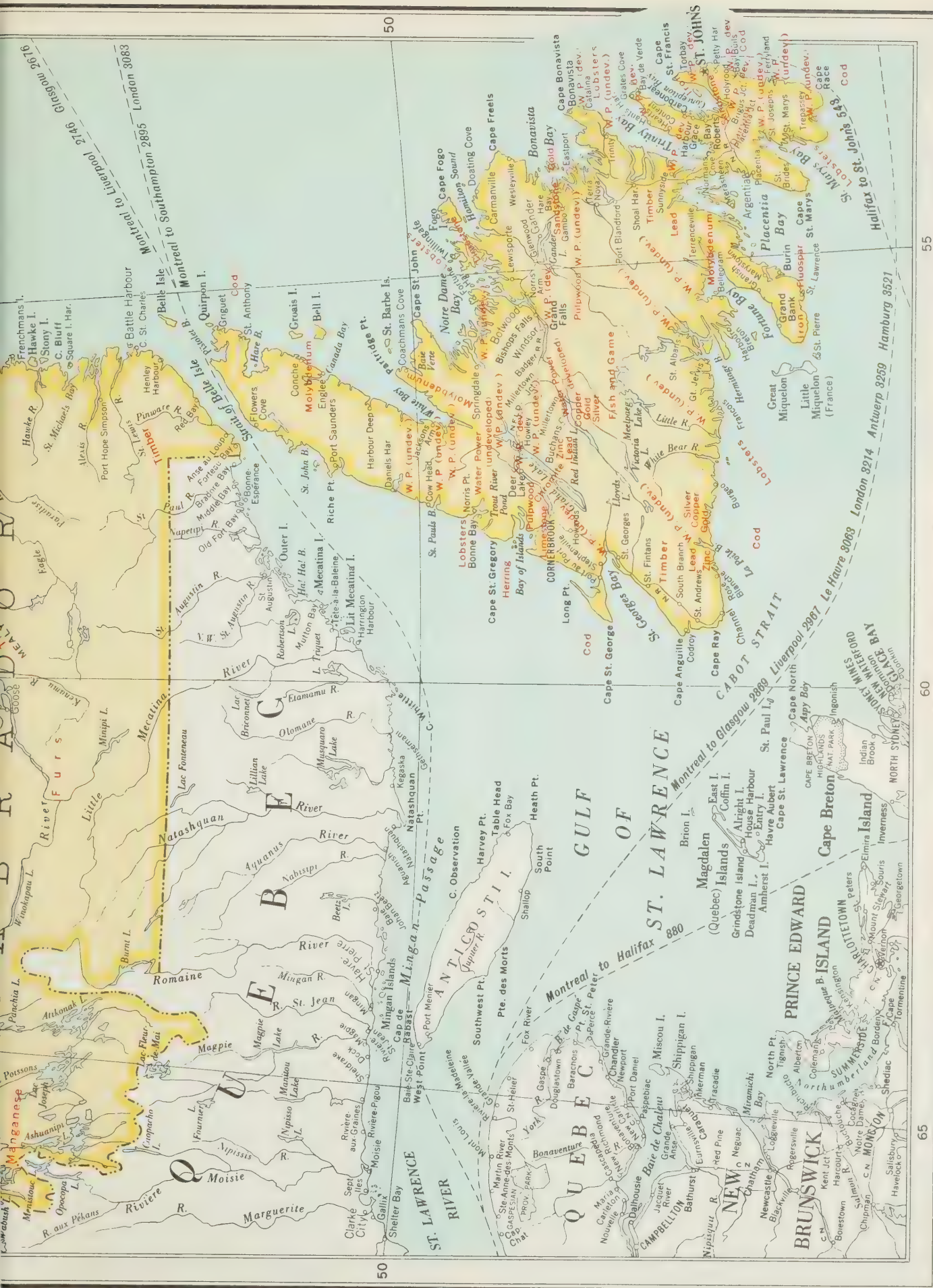
North Aulavik I.

C. Territok

Byron Bay

Guich Cape

5100



50

50

55

60

65



Two-cord bundles of logs being loaded on railway flat cars for shipment to pulp and paper mills

mail, freight, and passengers between all points on the island, as well as in Labrador, and two others maintain services between the island and Nova Scotia. Motor vessels are engaged in the carrying trade to the West Indies and other distant ports.

Newfoundland has approximately 2,042 miles of motorable roads, of which approximately 100 miles are paved, the remainder being gravelled. These figures do not include an estimated 3,000 miles of local roads running within, through or around settlements. About one-half of the total motor road mileage is in the Avalon Peninsula.

For purposes of trans-Atlantic aviation, Newfoundland occupies the unique position of being the farthest east part of North America and of being on the shortest route between the most densely populated areas of the North Atlantic coast. Its importance has been recognized since the earliest experimental trans-Atlantic flights, but no active measures were taken to construct permanent air facilities until 1935 when the United Kingdom made arrangements for the construction of the Newfoundland airport at Gander and the seaplane base at Botwood.

An important by-product of World War II was the great increase and improvement of facilities for aviation. Canada built bases at Torbay and at Goose Bay, Labrador, and made substantial improvements to Botwood and Gander; the United States constructed extensive bases at Argentia and Stephenville. In addition, extensive wire and radio communication services were established. Since before World War II, the Federal Government has provided meteorological services in Newfoundland and Labrador.

Since the end of the war, civil use of Newfoundland air fields has been put on a permanent basis. In 1946, Gander and Botwood were retransferred to Newfoundland

and Canada was granted the right to operate Torbay as a civil airport for the Newfoundland-Canada air service. Under an agreement concluded in July, 1946, provision was made for the operation of the Newfoundland-Canada air service and the trans-Atlantic air service of the Trans-Canada Air Lines for an indefinite period, for the use of Goose Bay (in addition to Gander) as a regular or alternate field for the trans-Atlantic service; use of Torbay as the terminus of the Canada-Newfoundland service; use of Buchans for the latter service if so desired; and use of Goose Bay, Torbay, and Buchans air fields as weather alternates for other countries in trans-Atlantic operations. The United States Naval air field at Argentia and the Army air field at Stephenville are in practice also used as weather alternates.

Population

The 1945 census placed the population of Newfoundland at 321,819. This is about 70 per cent of the population of New Brunswick. The population of Labrador is slightly more than 5,500. Settlement in Newfoundland was originally determined by proximity to the fisheries, which extend all around the coast. The most prolific fishing grounds lie, however, off the Avalon Peninsula in the southeast corner of the island, and settlement has always been concentrated there. With the exception of the mining area at Buchans, the paper industry of Grand Falls, and two power developments, there is still little development of the interior. About 43 per cent of the population live on the Avalon Peninsula, some 57,000 in the City of St. John's and its suburbs, and about 8,000 on Bell Island. The only other communities of more than 5,000 are the Grand Falls, Windsor, and the Corner Brook areas. Most of the remainder live in some 1,300 settlements scattered along the coast. Less than a half-dozen of these have a population of more than 2,000 and the majority of the remainder are very small. Approximately 77 per cent are of English or Channel Island stock, about 17 per cent of Irish stock, and about 4 per cent French and Scottish. More than 98 per cent of the present population are native-born.

This Government-owned hotel is one of the many modern buildings in the capital city of St. John's



Government

The constitution and form of government of Newfoundland are similar to those of the other Canadian Provinces.

Newfoundland is represented at Ottawa by 6 members of the Senate and 7 members of the House of Commons.

Education

Educational facilities in Newfoundland were first provided by the various religious denominations. When the state began to assume some financial responsibility it did so by subsidizing denominational educational services. Although today education is financed almost wholly from public funds, the denominational system still prevails generally, both in the local and central administration of education. A denomination is required by law to have at least ten thousand members or adherents before it may be "recognized" for purposes of education. When "recognized" it is entitled to its proportionate share of public funds for its own primary and secondary schools in any school district where it has a reasonable number of members or adherents; it may also "certify" teachers for its own schools, and provide for religious instruction in these schools. Local school boards are usually appointed and normally are presided over by a clergyman of the denomination concerned.

The curriculum is similar to that of the Maritime Provinces, standards being maintained by a common examining board for secondary schools of the three Maritime Provinces and Newfoundland. Teacher training is provided by the Memorial University College, a state and non-sectarian institution established after World War I, largely through the generosity of the Carnegie Corporation in New York. This college also provides for the first two years of the degree course in Arts and Science and for pre-professional training in medicine, law, and engineering.

Cities and Towns

St. John's is the capital of the island and has a present population of more than 56,000. It is the hub of the trans-insular railroad, has a fine landlocked harbour, piers, drydock, machine shops, and foundries. It is the centre of the network of roads covering the whole of the Avalon Peninsula. It has an efficient telephone service which links the island, by means of radio telephone, with all North America and the remainder of the world. Telegraph and submarine cable connections are maintained by three companies. St. John's is serviced by two electric companies which supply current from hydro-electric developments and this supply is ample to handle additional demands. A gas producing company supplies a limited volume of coal gas for domestic and industrial use.

Corner Brook is the site of Bowater's Newfoundland Pulp and Paper Mills. It derives its hydro-electric power from the plant at Deer Lake which provides 150,000 horse-power, an ample supply for all needs. Corner Brook has a good water supply and is served by rail and road communication, its sheltered port being equipped with modern facilities.

Grand Falls is the centre of the Anglo-Newfoundland Development Company's newsprint industry. It has a large hydro-electric development, railway, road, telephone, and telegraph communication.

Historical Sketch

Not until the beginning of the 19th century did settlement amount to any proportions in Newfoundland. In 1832, agitation brought about establishment of representative government and in 1855 autonomy was granted under an elected Lower Chamber and an appointed Upper Chamber. Up to that period the island had been ruled by governors with very wide powers, appointed from England. Under certain treaties made with France during the wars of the 18th and 19th centuries, French fishermen were given certain fishing rights on the coast and frequent attempts were made to prevent Newfoundland fishermen from establishing fishing premises at points on the whole of the west and northeast coasts where the French claimed these rights. This anomalous condition, which did much to delay development, ended in 1904 when the French surrendered their rights under a new treaty, maintaining only their territorial claim to the islands of St. Pierre and Miquelon just off the Newfoundland south coast.

The beginning of the island's development came in 1898 when, following completion of the trans-insular railroad, the government of the day signed an agreement with the Reid railway contractors for fifty years operation of the railway and connecting steamships, payment being made in cash and large fee-simple grants of land.

Labrador was awarded to Newfoundland by a judgment of the Privy Council in March, 1927. For years Newfoundland fishermen had fished unobstructedly up and down its coast from Blanc Sablon to Cape Chidley, but the ownership of the hinterland came into dispute over a claim by the Newfoundland Government of their right to tax a lumber industry situated on one of the deep inlets, and the case was ultimately taken to the Privy Council by Canada and Newfoundland.

As a result of financial difficulties and following approval of the Newfoundland Government and Legislature, elected institutions were temporarily suspended as of January 30, 1934, and a Commission of six members, with executive and legislative authority, was appointed by the United Kingdom Government.

Following an announcement made in the British Parliament toward the close of 1945, a National Convention composed of representatives of thirty-seven districts and one from Labrador was called and supervised the plebiscites which resulted in Newfoundland joining Confederation.

Goose Bay, Gander and Torbay airports provide communication between Labrador, Newfoundland, other parts of Canada, the United States and overseas



Prince Edward Island

Prince Edward Island is the smallest province in Canada, with an area of 2,184 square miles. It lies in the semi-circular arm of the Gulf of St. Lawrence separated from the Provinces of New Brunswick and Nova Scotia by Northumberland Strait. The Island is crescent in shape, and is divided into three almost equal sections by arms of the sea. It is 110 miles in length and its width varies from two to thirty-four miles. No part of Prince Edward Island is more than seventeen miles from the sea. Its surface is a rolling lowland and its one chain of hills never exceeds a height of 500 feet. The rivers are short, and the tide reaching their headwaters makes them, in reality, arms of the sea. The soil is a rich, sandy loam of deep red colour.

Climate

There are no great extremes of temperature in Prince Edward Island because of the moderating influence of the sea. The air is bracing and fogs are quite uncommon. In summer months visitors throng the Island, attracted by the Old Country charm of the rural scenery and by the splendid bathing beaches of the northern coast. These sandy and gently sloping beaches are sheltered by sandbanks which protect them from the full force of the sea. The general mildness and evenness of the climate and the distinctly rural nature of the countryside have given the Island the name, "The Garden of the Gulf."

Agriculture

The soil of Prince Edward Island is extremely fertile. Approximately 475,000 acres are being cultivated and it is estimated that 85 per cent of the total land area is suitable for cultivation. The soil fertility is easily replenished by the use of seaweed and oyster, clam, and mussel shells that are available in most of the rivers and bays.

Agriculture is the chief industry of the Province, and modern labour-saving devices are in general use. The annual value of field crops is more than \$15,000,000. The soil is particularly suited to the growing of potatoes, and for many years the export of certified seed potatoes to the United States and South America has been an important source of farm income. Wheat, oats, barley, mixed grains, hay, and clover are also important crops.

Poultry raising, dairying, and sheep and hog raising are carried on extensively. Beef, bacon, poultry, butter, cheese, and eggs are exported in large quantities to the neighbouring Maritime Provinces, and to Quebec, Ontario, Newfoundland, and the New England States. Co-operative dairying has become an important part of the Island's economy.

Fisheries

The value of the annual catch of fish is more than \$3,000,000, and the 68 fish-processing establishments in the Province give employment to many persons. The chief fish caught are cod, herring, mackerel, smelts, oysters, and lobsters. The oysters of Malpeque Bay have often been called "the world's most perfect oyster." Fish products are one of the chief exports of the Island.

Other Industries

There are no minerals or large forest areas in Prince Edward Island and consequently neither mining nor lumbering is carried on commercially. There are no large streams and water-power sites are limited in size to those used for small mills. Manufacturing is connected chiefly with the preparation of dairy products. There are approximately 234 manufacturing concerns on the Island, representing a capital investment of about \$4,000,000. The annual value of manufactured products is more than \$11,000,000.

Fox farming has for years been a highly important contributor to the economy of Prince Edward Island, with millions of dollars invested in the industry. The breeding of black, silver, and platinum foxes has proved profitable and in addition to the sale of furs, Prince Edward Island foxes are valued for breeding purposes, and many are exported.

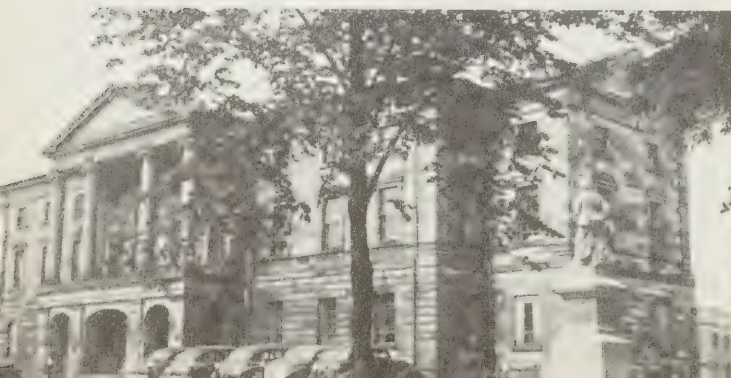
Transportation

A railway car ferry system links the Canadian National Railways system on the mainland with the 286 miles of track on the Island. The ferry operates throughout the year at the narrowest point of Northumberland Strait, between Cape Tormentine, New Brunswick, and Borden, P.E.I., a distance of nine miles. During the summer months there are several daily trips. Steamers with space for carrying automobiles also connect Wood Islands and Caribou, Nova Scotia.

Maritime Central Airways operates daily trips between Moncton, New Brunswick, and Summerside and Charlottetown on Prince Edward Island. Connections are made at Moncton with twice-daily planes from Boston and New York, as well as with Trans-Canada Air Lines. M.C.A. also operates daily flights to and from Halifax, New Glasgow, and Sydney, Nova Scotia.

The Island is also well supplied with bus services which provide regular trips over the 3,700 miles of road.

The Provincial Building at Charlottetown



A fleet of coastal schooners seen at anchor in Murray Harbour



Population

The population of Prince Edward Island is approximately 94,000. This makes the Island the most densely populated province in Canada, with more than 40 persons per square mile. The majority of the inhabitants are of English, Scottish, Irish, or French ancestry. There are approximately 300 Indians, members of the Micmac tribe.

Government

The Government of Prince Edward Island is vested in a Lieutenant-Governor, appointed by the Governor in Council, an Executive Council of 9 members chosen from members of the Legislative Assembly, and a Legislative Assembly of 30 members, one-half of whom are elected by general vote and the other half by the property holders of the Province. The Province is represented in the Dominion Parliament by 4 Members of the House of Commons and 4 Senators. The Island is divided into the counties of Kings, Queens, and Prince, but there are no rural municipalities as there are in other provinces.



Fishermen bring in a catch of choice Prince Edward Island lobsters at Minimagash

Education

There is free and compulsory primary education in the Province, with school-houses never more than three miles apart. Almost 20,000 pupils are enrolled in all the schools on the Island.

At Charlottetown, the Government maintains Prince of Wales College and an affiliated Normal School whose graduates complete two years of university work. St. Dunstan's University, also at Charlottetown, is a Roman Catholic institution which gives its students both classical and commercial educations and prepares them for Laval University degrees.

Much of the social life in Prince Edward Island centres on the many churches, but the Province also affords many other outlets for recreation of various kinds.



A typical pastoral scene overlooking the West River Bridge

Cities and Towns

Charlottetown, the capital of the Province, is situated on a long inlet known as Hillsboro Bay, one of the finest harbours on the North American Continent. Its population is approximately 15,000 and it is the trading centre of the Island. It has several small manufacturing plants. The Provincial Legislative buildings, Prince of Wales College and Normal School, and the workshops of the Island's railway system are situated there. The city is regarded as the birth-place of Canadian Confederation, because the first of the conferences that resulted in the formation of the Dominion of Canada was held there in 1864.

Summerside, with a population of slightly more than 5,000, is the Province's second largest town. It is the centre of the oyster and fox farming industries and has an important trade in agricultural products.

Georgetown, on the eastern shore, is a peninsular seaport. From Georgetown steamers carry farm produce to Pictou, N.S., Newfoundland, and elsewhere. It has considerable wharfage business.

Historical Sketch

Prince Edward Island derives its name from Prince Edward, Duke of Kent, father of Queen Victoria. The Island was first discovered by the early explorers, Cabot and Cartier. They found the island already inhabited by Souriquois Indians, who called it Abegweit, or "cradled on the waves."

The French called it Isle de St. Jean, by which name it was known until 1799. In 1663 the Island was granted by the French King to a Captain Doublet, of the French Navy, as a fishing station, but it was not until 1719 that actual settlement by the French was begun. In 1758 the Island became a British possession and was annexed to Nova Scotia in 1763, but in 1769 was given a separate government. The first Governor was Walter Patterson, who was sent out from England. In 1773 the first General Legislative Assembly met in Charlottetown. Responsible Government was granted in 1851 and on July 1, 1873, the Island became a province of Canada.

Cavendish Beach in Prince Edward Island National Park



Nova Scotia

Nova Scotia, a peninsula thrust 300 miles into the Atlantic Ocean, has been called "the long wharf of Canada." The Isthmus of Chignecto, 17 miles wide, connects the peninsula with New Brunswick, and the construction of a canal across the Isthmus has been discussed for half a century. The peninsula is 374 miles in length, from 60 to 100 miles in width and has a coast line of 4,625 miles. The Province is surrounded by the salt waters of Northumberland Strait, the Atlantic Ocean, and the Bay of Fundy.

The southwestern portion of the peninsula has two ranges of hills, known as the North and South Mountains, running east and west, and sheltering between their ranges the famous Annapolis Valley. The Cobequid Mountains, averaging 1,000 feet in height, extend easterly along the north shore of Minas Basin. Other hills are found along the eastern shore of the mainland, facing Northumberland Strait. These range in height from 500 to 700 feet. The highest hills in Nova Scotia are in northern Cape Breton Island, but even there the topmost heights are under 2,000 feet.

The Atlantic Coast of Nova Scotia is low and rocky, but is indented by many fine harbours, any one of a dozen of which is capable of sheltering the largest ocean craft. Inland, the country is largely forested, a rich source of pulpwood. The coast of the Bay of Fundy is bolder and almost unbroken save for arms of the sea such as Annapolis and Minas Basins and St. Mary's Bay. Inland are rich farming and orchard regions. The northern coast of Northumberland Strait is low, but has several excellent harbours. There are fine farming areas inland. The Strait of Canso, 14½ miles long and three-quarters of a mile wide at its narrowest part, and navigable throughout, separates the mainland of the Province from Cape Breton Island. The entire area of Nova Scotia is 21,428 square miles.

Provincial Legislative Building, Halifax



The rivers of the Province are not large, but their mouths provide fine harbours. Many of them are tidal rivers, and some are notable for having the highest tidal flow in the world. The most important are the Shubenacadie, flowing into Minas Basin; the Mersey, flowing into Liverpool Harbour; the Annapolis, flowing into Annapolis Basin; and the St. Mary's, Medway, Margaree, and Wallace Rivers. Forty of Nova Scotia's rivers are fine salmon streams. Of the hundreds of fresh water lakes within the Province, Rossignol, with a length of 20 miles, and Lake Ainslie are the largest.

The soil of Nova Scotia, especially along the bays and rivers of the northern slope, is very fertile. Wherever the tides of the Bay of Fundy reach, meadow lands of great richness have been formed. These dyked lands, chiefly in Cumberland, Colchester, Kings, Annapolis, and Hants Counties, do not require any fertilizing, and produce extraordinarily heavy crops of hay and grain. There are also many fertile river valleys in various areas of the Province.

Climate

The climate of Nova Scotia is healthful and invigorating. The sea modifies the temperature both summer and winter. Lack of extremes of heat and cold tends to the rapid growth of vegetation. The rainfall is abundant, averaging about 38 inches a year, and there is also a great amount of sunshine.

Agriculture

Agriculture supports a larger proportion of the population than any other industry in Nova Scotia. The agricultural districts are, for the most part, in rich fertile valleys, and in what are called "dyked lands." An out-

Mining closely rivals agriculture in importance in Nova Scotia. A cutting machine in operation in a Cape Breton coal mine



standing feature of Nova Scotia agriculture is the high average crop yields over a term of years, as compared with the average for the whole of Canada. According to reports issued by the Dominion Bureau of Statistics on the average yields per acre of field crops in Canada during the period 1908 to 1940, Nova Scotia grew two more bushels of wheat per acre, nine more bushels of oats per acre, three more bushels of barley per acre, thirty-two more bushels of potatoes per acre, and seventy-eight more bushels of turnips per acre. The most widely grown crops in Nova Scotia are apples, grass, hay, oats, wheat, barley, potatoes, turnips, strawberries, blueberries, cranberries, raspberries, pears, plums, and other fruits. Notable progress has been made in the growing of alfalfa.

Along the southeastern shore of the Bay of Fundy are the hills sheltering the Annapolis Valley, a valley 80 miles long and from 2 to 10 miles wide. Here the Acadians planted their apple trees, and laid the foundation of Nova Scotia's world-famous apple industry. From the orchards in this valley upwards of two million barrels of apples are picked annually. The apple is the king of fruits in Nova Scotia, where indeed it grows to a perfection scarcely rivalled in the world.

Dairying is an important industry. A chain of creameries provides the majority of farmers with a ready means of marketing their cream, and most dairy farmers carry on hog, poultry, or sheep raising as side lines. Hog marketing on a graded basis exceeded \$1,000,000 in 1948. The Province is well adapted to the raising of sheep in moderate-sized flocks. Marked progress has been made in poultry raising. In 1948, the hatchability in approved hatcheries operating in the Province was 73.8 per cent, a figure which is the highest of any province in Canada. In

Nova Scotia apples have made the Annapolis Valley justly famous



The annual blossom festival at Grand Pré Memorial Park attracts visitors from all parts of the country

so far as pullorum disease is concerned, Nova Scotia's approved flocks rate high since not a single reactor was found in any of the 58,387 birds tested during the 1947-48 fiscal year. Nova Scotia's maple groves produce the finest quality maple products in the world, both as to colour and flavour.

Agricultural education receives marked encouragement from the Provincial Government and other organizations. These provide experts to address meetings of farmers and give valuable information to groups and individuals. Much attention is devoted to methods of improving the standard of stock. The Provincial Government has established practical training in all departments of farm work at the Provincial Agricultural College, Truro. Experimental farms are maintained by the Federal Government at Kentville and Nappan.

Mining

In Nova Scotia, mining is next to agriculture in importance. The coalfields, principally on Cape Breton Island and in Cumberland and Pictou Counties, contribute 30 per cent of the Canadian coal output, and account for more than 70 per cent of the Province's mineral production. The coal deposits are owned by the Crown and provide a large income through royalties on production.

Nova Scotia leads the rest of Canada in the production of gypsum, which, next to coal, is the most important mineral product of the peninsula, with export markets in the United States. An immense deposit of barite was discovered in 1940 at Walton, Hants County, and has been developed to the stage where 114,100 tons were shipped in 1945. A large percentage is used in oil well drillings. White rock salt has been mined in Nova Scotia since 1919, and is sold in the various sizes required by the trade. A new salt evaporation and chemical plant is in operation at Nappan, Cumberland County, exploiting the immense bodies of white salt there. Silica brick-diatomite, clay products, lime and building stone are produced. Natural amethysts are found in the cliffs of Cape Blomidon.

Fishing

Because of the great length of the coastline, the abundance of fish, and the numerous excellent harbours along the shore, the fisheries of Nova Scotia are of great importance. The average annual marketed value of the fisheries in recent years has been about \$25,000,000, of



Halifax from New York 599
Havana, Cuba 1630
Halifax from Bermuda 753
Halifax from Rio de Janeiro 4613
Buenos Aires 5711

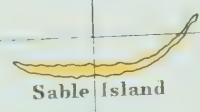


NOVA SCOTIA AND PRINCE EDWARD ISLAND

Scale: 27 miles to 1 inch
0 5 10 20 30 40

REFERENCE

- Railway.....
- Shipping Route
- County Boundary ...
- Resources..... Lobsters



Halifax to
Capetown 6505



The scenic beauty of Nova Scotia is typified by this view taken at Digby

which lobsters, cod, and haddock contribute two-thirds. Among other species of importance are mackerel, halibut, herring, swordfish, salmon, and scallops. The world's largest scallop fleet is at Digby, Nova Scotia. Although most of Nova Scotia's catch of cod is used in the dried fish trade, the largest single branch of her fishing industry is the fresh fish trade. Haddock constitutes 32 per cent of this business, and cod 27 per cent. The lobster industry stands second in marketed value. Approximately 11,000 men are engaged in lobster fishing. Approximately 53 per cent of the catch is shipped in the shell. Trout and salmon are abundant in the rivers and brooks, and trout and landlocked salmon are found in the lakes. The total number of men employed on the fishing vessels or engaged in the work of the canneries and other processing plants is about 19,000. Investment in fisheries equipment in Nova Scotia exceeds \$8,000,000, apart from the \$7,000,000 invested in canneries and other processing plants. Nova Scotia has a large number of fishing vessels and freighters. Shipbuilding has always been one of her important industries, and her marine interests are virtually worldwide.

Manufacturing

In the war years manufacturing accounted for almost 49 per cent of the total net value of Nova Scotia's production, and one out of every seven of her gainfully occupied persons was engaged directly in industrial production. Fish curing and packing with a gross production of \$32,300,000 and primary iron and steel with a gross production of \$14,900,000 are among the leading manufacturing activities of the Province. The steel industry is built upon the Province's abundance of coal and Newfoundland's iron ores, which are brought in by inexpensive water transport. Raw materials of foreign origin can be brought to Nova Scotia ports and processed there for both Canadian and overseas use. The Province has unlimited coal reserves, the basis for the generation of ample supplies of continuous power at reasonable rates. Its labour force has skill and adaptability. The principal manufacturing centres are Halifax, Sydney, Truro, New Glasgow, Yarmouth, Amherst, and Bridgewater.

Water Power

There are numerous rivers in Nova Scotia on which power developments of moderate size have been and may be made. These sites are for the most part within economic transmission distances of the principal urban centres

or advantageously situated in relation to timber and mineral resources. Abundant indigenous coal supplies provide a further source of power supply.

Forests

Nova Scotia's forests cover an area of more than 9,000,000 acres, and are easily reached for use. Red spruce is the most abundant wood, and with pine, hemlock, and balsam fir makes up 90 per cent of the annual cut. Yellow birch is the most important hardwood, but white birch, maple, red oak, and ash are also produced in commercial quantities. More than a million and a quarter Christmas trees are shipped from the Province each year. The lumber industry is being replaced to some extent by the pulp and paper industry, but the annual cut of forest products, exclusive of fuelwood, averages over 400,000,000 board feet.

Transportation

Nova Scotia is traversed in all directions by railways. Cape Breton and the northern and eastern portion of the mainland are covered by the Canadian National Railways, which enters from New Brunswick. A line of the Canadian National Railways also extends along the South Shore, from Halifax to Yarmouth. The Dominion Atlantic Railway runs through the Annapolis Valley and connects Halifax with Yarmouth. In addition, there are various local lines.

The Province is in communication with all parts of the world by steamship lines from Halifax. Halifax has one of the finest harbours in the world, and modern harbour facilities. From Halifax, direct steamship lines connect with London, Liverpool, New York and St. John's, Newfoundland, Boston, the West Indies, and South America, and there is steamship service between Yarmouth and Boston. A ferry connects Caribou with Prince Edward Island, and Digby with Saint John, New Brunswick. There are also coasting steamers. The Province has a complete bus service, and there is daily air service to Boston, Montreal, Toronto, and other centres.

A view of the modern Victoria General Hospital at Halifax



Population

The majority of the inhabitants of Nova Scotia are of Canadian birth, with British ancestry. There are also many descendants of the original French settlers, and an important Hanoverian population centres in Lunenburg County. There are about 2,000 Micmac Indians in the Province, chiefly centred at Shubenacadie, where there is a large Indian school. The total population is 635,000.

Government

The Government of Nova Scotia is vested in a Lieutenant-Governor, appointed by the Governor in Council, a Legislative Assembly of 30 members, and an Executive Council of 9 members chosen from the Legislative Assembly. The Province is represented in the Federal



Part of the fishing fleet at Lunenburg, Nova Scotia

Parliament by 12 members of the House of Commons and 10 Senators. There is a complete system of municipal government.

Education

From primary to academic years, the public school system of Nova Scotia is entirely free and open to all children. Each county has its high school or academy, and there are several universities. The Province supports a Normal School and an Agricultural College at Truro. Dalhousie University at Halifax is undenominational; the University of Kings College, at Halifax, has Anglican support; Acadia University, at Wolfville, is supported by Baptists; and St. Francis Xavier, at Antigonish, and St. Mary's, at Halifax, are under Roman Catholic jurisdiction. The Technical College at Halifax is maintained by the Provincial Government. Technical education is provided through evening technical schools situated in most of the towns.

Recreation

Much of the scenery of Nova Scotia is very beautiful, and that of the Bras d'Or Lakes and Cape Breton Highlands National Park, in Cape Breton, is famous. Other beauty spots include the Margaree Valley and Mira River areas in Cape Breton, Green Hill Lookoff, Blomidon Lookoff, the Parrsboro Shore, Gaspereau Valley, Cornwallis Valley, Bear River, La Have River, Chester and Wentworth Valleys. The Evangeline country has been immortalized by Longfellow, and the beauty of the Annapolis Valley, with its miles of apple orchards, is always a delight to visitors. Tens of thousands of tourists visit Nova Scotia each year, not only to enjoy the climate and scenery, but also to take advantage of the facilities for recreation. The Province affords the finest deep-sea sport angling in the world. Every record, except two,



Salt water angling in the coastal waters of Nova Scotia provides rich prizes in record-sized tunas

for blue fin tuna, made in over thirty-eight years of angling, has been made in Nova Scotia waters. Four game sanctuaries, which protect moose and beaver particularly, are popular with camera hunters. Nova Scotia has the finest woodcock covers on the continent, and excellent duck shooting. More than 25,000 deer are shot during a hunting season.

Cities and Towns

Halifax, the capital, is situated on a hilly peninsula, which projects into a magnificent natural harbour, 6 miles long and a mile wide. Lying across the mouth of this harbour is Macnab Island, forming two harbour entrances and protecting the shipping from the sea. It is the chief winter port of the Atlantic Coast of Canada, and is a terminus of the Canadian National Railways and other lines. It is an important shipping centre and the export point for nearly one-third of the fish and fish products of Canada. The Halifax area has many indus-



The golf course at Cape Breton Highlands National Park combines beauty and interesting hazards for the golfer

tries, including ship building, oil refining, rope works, paint and chocolate factories and machine shops. It is the oldest English town in Canada and celebrated its 200th birthday during 1949. The population of this picturesquely situated city is about 100,000.

Sydney ranks next in importance to the capital, and has a population of about 30,000. It is one of the leading coal-shipping ports of Canada, and contains the huge works of the Dominion Steel and Coal Company. It has a fine harbour and in summer is a popular starting point for the beautiful Bras d'Or Lakes and the Mira district.

Glace Bay is a close rival of Sydney in population and in the coal mining industry. Yarmouth derives importance from its shipping and fishing interests. Truro is an educational, agricultural, and dairying centre. Other important towns are New Glasgow, Dartmouth, Amherst, Sydney Mines, New Waterford, Kentville, Liverpool, Springhill, North Sydney, Pictou, and Stellarton.

Historical Sketch

The country now known as Nova Scotia received first official recognition five years after Columbus made his first voyage of discovery. "John Cabot, after being

Tourists landing at Yarmouth, a leading south-coast port



fifty-two days at sea, at five o'clock on Saturday morning, June 24, reached the northern extremity of Cape Breton Island. The royal banner was unfurled, and Cabot took possession of the country in the name of King Henry VII." However, the Province was first colonized by the French in 1605, their first settlement being at Lower Granville, then known as Port Royal. These settlers were known as Acadians, and the Province was called Acadia. In 1625 the country became an English possession and the peninsula was granted to Sir William Alexander, and named Nova Scotia (New Scotland). Baronets of Nova Scotia were created to encourage colonization, and the order still exists, there being ten living Baronets of Nova Scotia.

For 150 years Nova Scotia was a battle ground for British and French supremacy. A new Port Royal had been established on the site of the present Annapolis Royal. It changed hands seven times, finally falling to the British in 1710, when it received its present name and the defences were named Fort Anne. An area of 31 acres now surrounds the fort as Fort Anne National Historic Park, and the original Port Royal Habitation has been restored and is visited by thousands each year. In 1713 Nova Scotia, except Cape Breton Island, was ceded to the British.

In the Seven Years' War Louisbourg was captured after a stubborn resistance. It had been first captured in 1745 by a New England force, then handed back to the French. One of the most distinguished officers at the second capture of Louisbourg was Wolfe, afterwards the hero on the Plains of Abraham. With the fall of Louisbourg, all Cape Breton Island was taken by the British. In 1755 New Englanders took part in the capture of Forts Beauséjour and Gaspereaux on the Isthmus of Chignecto. The Acadians, many of whom assisted the French garrison of Beauséjour, were expelled, and New England Planters settled on former Acadian lands. Three thousand Hanoverians were settled in Lunenburg County.

Nova Scotia in the early days had no House of Assembly. The Governor chose twelve of the leading citizens of Annapolis as a Council to act with him in the making of the laws. The Governor and Council also acted as a Court of Justice to try offenders. Parliamentary government in Canada was first established in Nova Scotia, its first Assembly meeting at Halifax on October 7th, 1758. It consisted of twenty-two members.

Thirty thousand United Empire Loyalists came to Nova Scotia after the American revolution, probably the largest single emigration of educated and cultured families known in British history: Two hundred of the Loyalists were graduates of Harvard, and another 200 were graduates of other colleges. Eleven shiploads of Yorkshiresmen settled in Cumberland County. Approximately forty thousand Highland Scottish settlers came to Nova Scotia in the first half of the 19th century. Cape Breton's population was increased by 31,000 during that period. Others settled in Pictou and Antigonish Counties. On July 1st, 1867, Nova Scotia entered the Canadian Confederation.

New Brunswick

The Province of New Brunswick, which is roughly about the size of Scotland and is the largest of the Canadian Maritime Provinces, comprises an area of 27,985 square miles. Its greatest width from east to west is about 190 miles, and from north to south approximately 230 miles. The State of Maine bounds it on the west, the Province of Quebec on the north, the Bay of Fundy on the south, and the Northumberland Strait and the Gulf of St. Lawrence on the east.

The greater part of the Province consists of lowlands, nowhere more than 500 feet in height. There are only two highland areas, a narrow ridge in the south running parallel to Chignecto Bay, and a wider mountainous sector in the northwest where Mount Carleton—the highest peak—reaches 2,700 feet. The remainder of the Province is rolling countryside, with varied and picturesque scenic vistas. Many lakes and a network of rivers, some of them long, winding waterways abounding in game fish, mark its geographical contours. The lowland area, of soft carboniferous strata, occupies a great triangular space, facing the Gulf of St. Lawrence. It is bounded on the west by a line from Bathurst, on Chaleur Bay, to McAdam, near the St. Croix River, and on the south by a line from the latter point to the provincial boundary at Northumberland Strait. In this area coal, natural gas, and oil are found, mostly in the south and east.

The most important river is the St. John, which is 450 miles long and drains a basin of some 21,500 square miles. It is next in size to the St. Lawrence, the largest river on the Atlantic Coast. At the mouth of this river the great rise and fall of the tides of the Bay of Fundy have created a phenomenon known as the "Reversing Falls." The St. John River is navigable by small steamers to Fredericton, 85 miles from the sea. The river valley is noted for its pastoral scenery and rich farm lands. Historically, the St. John waterway is important as the locale where the first settlers made their homes.

The chief rivers flowing into the Gulf of St. Lawrence are the Miramichi and the Restigouche. The former drains an estimated 5,400 square miles of the northern lowland. It is 135 miles long and flows through areas of heavy timber and rich agricultural lands, and is a centre of lumbering and farming. It is noted as well for commercial and sport fishing. The Restigouche flows into

the Bay of Chaleur and forms part of the boundary with Quebec. This waterway is famous for its Atlantic silver salmon angling.

One of New Brunswick's south coast rivers, the Petitcodiac, is known chiefly for its "Tidal Bore." This phenomenon is a wall of water, sometimes six feet high, which rolls up the river twice each day, breaking on the wharves at the City of Moncton. Irregularity of the river mouth and the pressure of the great tides of Fundy combine to cause the Bore, which is a continuing curiosity to visitors.

Climate

The climate of New Brunswick is even, with no great extremes of either heat or cold. Although surrounded on three sides by the sea, the Province does not suffer from the humidity that might be expected. In winter the thermometer occasionally drops below zero, but the dryness of the atmosphere leaves the climate bracing and the air clear. Snowfall varies from two to six feet in depth, but around the coastal areas it is quickly dissipated. The snow is of great value to those engaged in winter timber operations; it also makes sleighing a convenience and a pleasure. Summertime temperatures rise occasionally as high as 98 degrees. However, the heat is not so oppressive as it is in many other countries at 80 degrees. Along the 600-mile coastline, the air is cooled by sea breezes.

Agriculture

Agriculture ranks second in importance in New Brunswick's economy. Potatoes, live stock, poultry, and fruit are the chief post-war products of the industry. Soil and climate are favourable to the growing of many and varied crops. Farm operations begin about the middle of April each year, and, once vegetation starts, growth is rapid. The chief crops are potatoes, oats, barley, wheat, and buckwheat. The potato crop for 1948 was estimated at 16,410,000 bushels—an average crop for this Province. In recent years the production of certified seed has become an important branch of potato farming. The livestock industry also is large-scale, with dairying its most important branch. Stock raising is receiving considerable attention and governmental encouragement is being given to the raising of high-grade stock.

The Market Slip at Saint John, one of the chief Atlantic Coast all-winter ports



Lumber, one of New Brunswick's many products, awaiting shipment to foreign markets





Provincial Legislative Building, Fredericton

Apple growing has developed rapidly, and the aim is always toward greater yearly production. About 150,000 persons are engaged in agriculture.

One of the new features of the Province's agronomy is the emphasis on agricultural services. The services are designed to assist the farmer in the reconstruction period that has followed World War II. These services include the establishment of veterinary facilities and a plant pathological service, aimed at control of animal and plant diseases. Another innovation is an engineering service for drainage, land clearing and breaking, and control of soil erosion.

The Provincial Government encourages dairying on a wide scale, small fruit farming and other branches of agriculture, and assists agricultural courses and schools.

Fishing

The Province of New Brunswick ranks third among all Canadian provinces in the extent of its commercial fisheries. The chief fish caught are herring, cod, haddock, hake, sardines, salmon, smelts, mackerel, pollock, alewives, shad, trout, scallops, lobsters, and oysters. The market value of the annual catch is more than \$20,000,000 and close to 15,000 persons are employed. The industry's capital investment totals more than \$8,000,000, and is expanding at a substantial rate. The market value of lobsters and sardines is more than that of all other kinds of fish in the Province.

Mining

The first coal exported from North America was shipped from New Brunswick and the area from which it was mined, now known as the Minto coal basin and situated in the Grand Lake district, is still being worked. The Province's mining wealth is based chiefly on coal, oil, natural gas, gypsum, stone, clay products, iron, and manganese. Of these, coal is the most valuable. Coal is used chiefly for industrial purposes and by the railroads. Gypsum is plentiful, and the chief sources of supply are the underground workings and quarries in the Hillsboro area. A nearby manufacturing plant makes wallboard, gypsum lath and plasters. Natural gas and petroleum are produced from numerous wells and exploratory work to build up larger reserves of gas and oil is being carried on. Gas is used for industrial and domestic heating, and oil is

sold as fuel and as lubricating oil. There is steady production of limestone, quicklime, and hydrated lime. New Brunswick is encouraging experimental and exploratory work in a number of minerals believed to be present in commercial quantities. Among these are diatomite, oil shale, clays, peat, iron oxides, bog manganese, nickel, and copper. Geophysical surveys and diamond drilling are being conducted on lead-zinc-silver deposits as well. Recently investigations were carried out in Albert County to determine the extent of a deposit of anhydrite. Peat moss development in recent years has resulted in three new commercial plants in the northeast coastal region.

Manufacturing

There has been a marked growth in industry, both primary and secondary, in the post-war years. In the trend to a more diversified economy, new industries, based on natural products, have come into existence. There has been a significant growth of small industries, many of which are based on wood products. Since 1945, a number of special woodworking plants have begun the manufacture of furniture, door frames and window sashes, bowling pins, hockey sticks, and weather stripping. Among older industries, which furnish employment to a large number of New Brunswickers, are the sugar refineries at Saint John City; the cotton mills at Saint John, Marysville, and St. Stephen; the boot and shoe factories at Fredericton; the tanneries at Woodstock; the stove foundries at Sackville; the sardine and lobster canneries at Chatham and Black's Harbour; the stone quarries in the Miramichi area; as well as iron foundries, woodworking, canoe, furniture, and candy factories in various parts of the Province.

New Brunswick also possesses valuable sources of water power which contribute to its industrial position.

Forests

New Brunswick has a total land area of approximately 18,000,000 acres. Of this 14,000,000 acres are covered with stands of merchantable timber. This area is almost evenly divided between crown lands and granted lands. These facts indicate the importance of forestry to the provincial economy. Products of the forests exceed in value those of agriculture, and yield a large proportion of the provincial revenue. Approximately 20,000 men are employed in New Brunswick's woods in various capacities which places forest industries second only to agriculture. The total value of forest products in 1946 was \$80,000,000. Almost all of the Province's forests are within reach of transportation by water, rail, or road. The demand for New Brunswick's products, finished or unfinished, is the highest in history. The chief species of

Thousands of acres of peat moss are under cultivation in New Brunswick. The moss is stacked for drying



trees are spruce, balsam, white birch, yellow birch, maple, beech, cedar, jackpine, poplar, and white pine.

Pulp and paper production has reached new peaks in recent years and extensions to plants already established and new developments herald an era of expansion in this field. Every year millions of board feet of lumber are exported to Great Britain, the United States, and the British West Indies. Concurrent with the increase in production is the progress being made in the administration and protection of the Province's forests. The Photogrammetry Division of the Provincial Department of Lands and Mines, with its aerial photograph library of 40,000 pictures, is a recent addition to administrative machinery. A Maritime Forest Ranger School has been established at Fredericton, the capital city. This was achieved through the co-operation of the Provinces of New Brunswick and Nova Scotia and various pulp and paper companies. Such co-operation shows the growing realization of the need for practical measures to improve the standard of woods management.

Transportation

The Province has more than 1,000 miles of paved highways, which penetrate to every section and road paving operations are steadily expanding. In addition there are more than 11,000 miles of good gravel roads.



One of the Province's largest industrial enterprises is the manufacture of pulp and paper

New Brunswick is served by two transcontinental railways. These afford first-class rail facilities, and with the exception of several outlying districts, there is no community of any size that is not within easy reach of a railway. Boat and air transport are also available and are being increasingly used.

Population

The population of New Brunswick, according to the census of 1941, was 457,401. The estimated population today is 503,000. The majority of residents are English speaking, although there are more than 136,000 of French descent, and a few hundred Indians. Most of the inhabitants are Canadian-born, but many also have come from the British Isles.

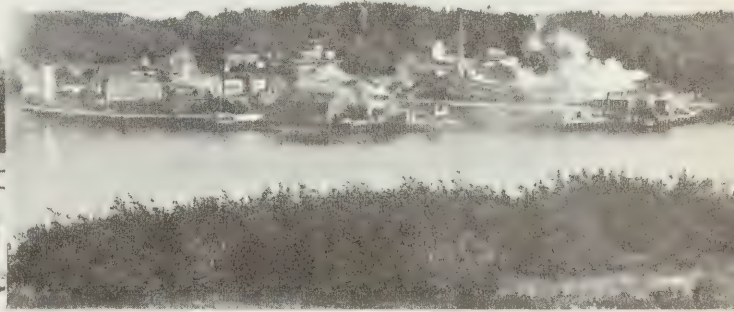
Government

New Brunswick's affairs are administered by a Lieutenant-Governor appointed by the Governor in Council, an Executive Council of 10 members chosen from

the Legislative Assembly, and a Legislative Assembly of 52 members chosen by the people. The Province is represented in the Federal Parliament by 10 members of the House of Commons and 10 Senators. In addition there is a comprehensive system of municipal government.

Education

New Brunswick's educational system is undergoing post-war expansion. Directed and controlled by the Provincial Government, education is undenominational in character. The common school course provides instruction in the first eight grades, and the high school course is of three years, both of which are free. Higher education may be obtained at such institutions as the University of New Brunswick, at Fredericton, which is largely maintained by the Province; St. Joseph's University, at Memramcook; and Mount Allison University, at Sackville. The New Brunswick Teachers' College, formerly the Provincial Normal School, which is situated at Fredericton, graduates many trained teachers each year. Technical training and vocational instruction are also available. Post-war improvements are the movements to place regional high schools strategically throughout the Province and to speed up the tempo of training teachers, and the rehabilitation of rural elementary schools. When the network of regional high schools is completed the



The sardine cannery at Black's Harbour is the largest in the British Commonwealth

40 or 50 schools of this class will take the place of the 1,250 rural school districts. Six regional high schools were completed and opened in 1948. New schools are being built along modern lines and with greatly improved facilities. The aim is to have rural elementary schools equipped with all the facilities that city and town schools possess. Recently a new department known as Physical Education and Recreation was established. The community centre idea, stressing the opportunity for adult education as well as high school training at the adolescent level, has awakened a new interest in education. Equality of educational advantages as between rural and urban territory is now definitely established in the Province.

Recreation

New Brunswick's recreational attractions, especially its sport fishing and hunting, have gained international repute. Because of the unspoiled freshness of its great outdoor regions the Province attracts thousands of visitors each year. Its attractions include magnificent





rivers and river valleys, beautiful lakes, a 600-mile Atlantic coastline with wide, sandy beaches, mighty forests, and an abundance of natural phenomena. Forest cover amounting to 80 per cent of the Province's total area offers unusual opportunities for big game hunting and game bird shooting. The network of large rivers and lakes abound with Atlantic silver salmon, trout, landlocked salmon, togue, bass, pickerel, and other species of sport fish. New Brunswick's expanding "good roads" program is an important feature of the travel promotion of the Province. More attention is being paid to hotels and travel resorts and in 1947 the Provincial Government set up an Accommodation Board. One of its duties is the inspection of all places providing accommodation. Through the co-operation of the Federal and Provincial Governments, Fundy National Park was established in 1947. Covering an area of approximately 80 square miles on the Bay of Fundy between Saint John and Moncton, the Park is an important addition to the recreational facilities of the Province.

Health and Social Services

Great strides toward bringing standards of health and social relations to a higher level have been taken in New Brunswick. In expanding health and social services, the Province has added such vitally important new divisions as Hospital Services, Venereal Disease Control, Cancer Diagnostic Service, Sanitary Engineering, Nutrition Services, and Tuberculosis Control. A division of dental health was added in 1948. Added emphasis is being placed on the value of health education.

Power Development

New Brunswick recently embarked on a \$10,000,000 development program to extend power to rural areas. The program includes the construction of 385 miles of high tension lines and 3,000 miles of distribution lines in various parts of the Province. A new steam generating plant, opened at Chatham in November, 1948, forms an important addition to the Province's rural electrification program. Over 130,000 horse-power has been installed and surveys of additional hydro development projects are in progress.

Cities and Towns

The capital of New Brunswick is Fredericton, the commercial and educational centre of the interior. Points of interest include the Legislative Buildings, the Uni-

versity of New Brunswick, and the Teachers' College. Christ Church Cathedral is considered to be one of the finest examples of Gothic architecture on the continent. Fredericton is also Military Area Headquarters for the Province, and "J" Division Headquarters for the Royal Canadian Mounted Police.

Saint John is the oldest incorporated city in Canada and centre of the commercial life of the Province. It is one of the chief winter ports of Eastern Canada. Saint John harbour is open to shipping all year round. Its harbour is deep, sheltered, and free from ice. Saint John has many large mills, factories, and machine shops, and its wharf and elevator facilities are extensive. It has rail connection with all parts of the North American Continent, as well as steamship communication with almost every part of the world.

The City of Moncton is the eastern headquarters of the Canadian National Railways system and an important commercial and industrial city. Among the larger towns in the Province are Campbellton, Edmundston, Chatham, Dalhousie, St. Stephen, Newcastle, Bathurst, and Woodstock. The cities and towns of New Brunswick have grown considerably since the beginning of World War II.

Historical Sketch

The east coast of the land now known as New Brunswick was touched by the Cabots (John and Sebastian) in 1497. Next came the French explorer Jacques Cartier in 1534.

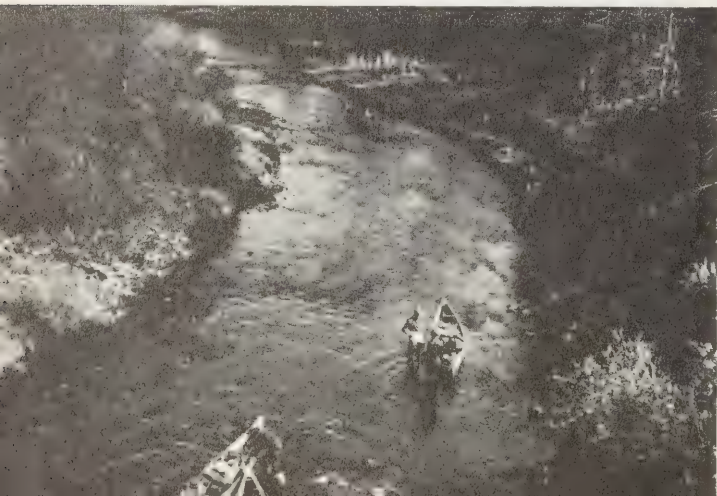
Authentic history of the region begins with the coming of Samuel de Champlain in 1604. Entering the harbour of a mighty river on the feast of St. John the Baptist, June 24th, Champlain named the river after the Saint. The company afterward coasted southwestward and spent a disastrous winter on Dochet's Island (now United States soil) in the St. Croix River. Of 79 men who wintered there, 35 died of cold and scurvy.

There followed a century and a half of ill-defined grants made by the sovereigns of both England and France, and conflicting claims gave rise to bitter petty warfare. It was an era during which the chief activities were the coastal fisheries and the fur trade, and which was peopled by such colourful figures as Nicholas Denys, Charles de la Tour, d'Aulnay Charnisay, and the Chevalier Robineau de Villebon. From time to time, too, there was intermittent warfare between the French settlers and the English who occupied the country to the south.

The destiny of the New World was decided on the soil of the Province in 1755. In the spring of that year an English force from Boston under Colonel Robert Moncton sailed northward to take Fort Beauséjour. The French garrison surrendered on June 18, 1755, and the occupation of the position by the English is regarded as the opening of the Seven Years' War in America. Ruins of this important historic site are preserved in Fort Beauséjour National Historic Park near Sackville. Many relics are exhibited in a museum, which the Federal Government has built on the site.

At the close of the American War of Independence in 1783, many United Empire Loyalists emigrated to the remaining British Colonies in North America. The first shiploads reached Saint John on May 18, 1783. With this influx of settlers, the erstwhile County of Sunbury was separated from Nova Scotia and became the Province of New Brunswick. The capital was located at Fredericton in 1785.

New Brunswick's streams are noted for the excellent trout and Atlantic salmon angling that attracts sportsmen from every part of the continent



Quebec

The St. Lawrence River is the great water highway of Canada, and on both its banks for almost its entire length lies the Province of Quebec, formerly known as Lower Canada. The southern boundaries of the Province are the United States and the Provinces of New Brunswick and Ontario, and it stretches as far north as Hudson Strait. To the east, Labrador separates it from the Atlantic, while Ontario and Hudson Bay form its western limit. For about 500 miles the Province borders the Gulf of St. Lawrence, and the Strait of Belle Isle separates its far eastern portion from Newfoundland. Its area is 600,000 square miles, and it extends from east to west a distance of 965 miles. Some 50,000 square miles lie south of the St. Lawrence.

The region north of the Saguenay River, between Labrador and Hudson Bay, is largely unexplored. The valley of the St. Lawrence includes the lowlands extending along the river from the City of Quebec to the western extremity of the Province. It is a very fertile plain, in which are situated the chief cities and towns of the Province, and is thickly settled with industrious farmers. The mountainous region, south of the St. Lawrence, includes the Notre Dame Mountains country and the Eastern Townships. The highest peak of the Notre Dame Range is Sutton Mountain, which rises over 3,000 feet. To the northeast is the high, forest-clad region of the Gaspé Peninsula, in which are the Shickshock Mountains. In the Eastern Townships, to the southeast of the Notre Dame Mountains, is some of the best farming and grazing land in Canada, and the lakes there are noteworthy for their beauty.

Notwithstanding the beauty of myriad picturesque inland bodies of water in the Laurentian Mountains, Quebec's rivers far exceed them in fame. As highways of commerce, they are of incalculable value. The St. Lawrence stands foremost, and brings much British and Continental trade to Canadian ports. It is navigable to Montreal, a city 300 miles nearer Liverpool than is New York. The mouth of the St. Lawrence is 26 miles wide, and its length from Lake Ontario to the Gulf of St. Lawrence is approximately 600 miles.

The Ottawa River drains an area of 80,000 square miles and, after flowing 600 miles, empties into the St. Lawrence River by four mouths, forming the Island of Montreal and other islands. By means of two small canals, the Ottawa is navigable from Montreal to the City of Ottawa. There, where it narrows into the Chaudière Falls, it is intersected by the Rideau Canal, which connects it with Lake Ontario.

The Saguenay River drains the waters of beautiful Lake St. John, and the grandeur of the scenery throughout the 60 miles that are navigable for large steamers, proclaims it one of the most inspiring scenes of Nature's handiwork. The St. Maurice River winds 400 miles through well-wooded country to the St. Lawrence River, at the City of Three Rivers. The Richelieu River, by means of the canal above Chambly, forms a passage-way for boats from the St. Lawrence to Lake Champlain, and thence down the Hudson River to New York. The falls of the Montmorency River, easily accessible for tourists from Quebec, 6 miles distant, make a single leap of 250 feet, and are justly famed for their marvellous beauty, as are also the Shawinigan Falls of the St. Maurice River.

Of the large number of islands which are part of the Province of Quebec, the most important is the Island of Montreal, 32 miles long by 11 miles wide, with about 1,250,000 inhabitants. The City of Montreal, the commercial metropolis, is located there. Anticosti Island is located in the Gulf of St. Lawrence, at the mouth of the St. Lawrence River, and is 135 miles long and from 30 to 40 miles wide. The Isle of Orleans is a fertile spot, 21 miles long, just below Quebec City. The Magdalen Islands, in the Gulf of St. Lawrence, south of Anticosti Island, possess, besides important fisheries, large deposits of gypsum. Seven Islands, off the north shore, is becoming an important timber and whale-fishery centre.

Climate

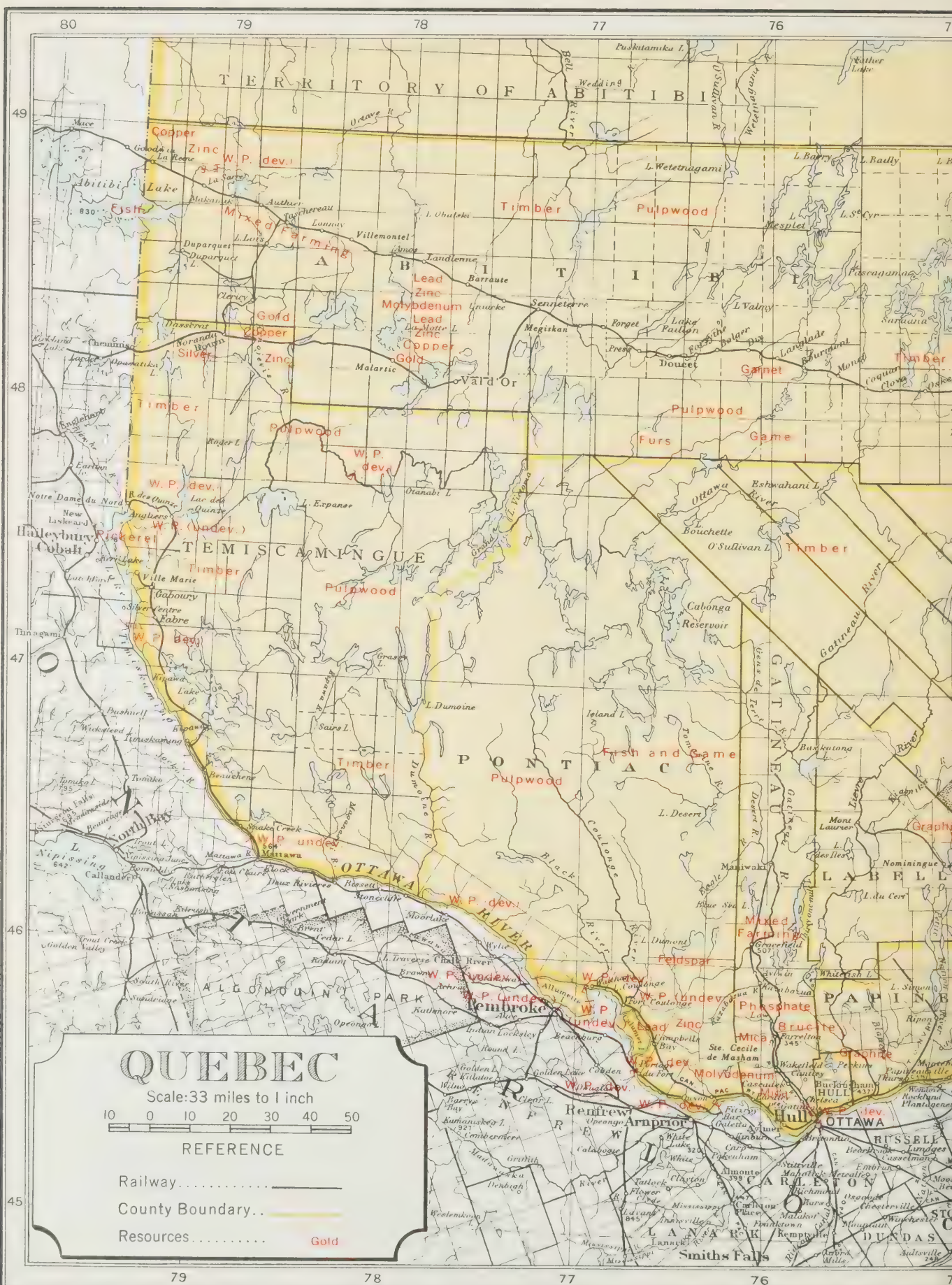
The climate of Quebec shows large variations because of the great expanse of territory covered by the Province. In the valley of the St. Lawrence the summers are hot,

The Provincial Legislative Building at Quebec



This large open pit asbestos mine, producing 70 per cent of the world's supply, is at Asbestos







the temperature lowering as the sea is approached. The winters are cold, with an abundant snowfall. Ice conditions make the St. Lawrence unfit for navigation during about four months of the year. There is a compensating advantage, however, in the freezing of the rivers and lakes, as in winter they are used as highways for sleighs, and a load 40 per cent greater can be hauled over the snow and river roads. Thus the winter season is of great advantage in lumbering and mining, both important industries in the Province.

Agriculture

There are approximately 154,000 farms in the Province of Quebec, covering a total area of 18,000,000 acres, of which half consists of improved land; that is, land cleared and cultivated from time to time. This vast agricultural domain, comprising 5.4 per cent of the Province's total area and about two-thirds of its arable land, is a great source of revenue. In fact, farming is one of Quebec's chief primary industries. The gross value of agricultural production exceeds \$400,000,000.

Although climate, soil, and market conditions vary greatly in different sections, dairying remains the fundamental type of farming in the Province and is practised even in the fertile St. Lawrence Valley. Over 80 per cent of the farms in Quebec have a herd of milch cows. Milk sold in cities and towns, and the production of butter and Cheddar cheese, named in the order of importance, constitute the chief sources of revenue from dairying. However, during the last war, the production of milk concentrates—evaporated and powdered milk—as well as that of ice cream, increased considerably. The total revenue from dairying on Quebec farms exceeds \$135,000,000.

Most Quebec farms also derive income from the sale of bacon hogs, calves, and cattle. In the Appalachian Mountains region, in the Laurentians, and in such districts as the Lake St. John region, which are distant from big market centres, farmers engage in sheep raising and the production of wool. Conditions are favourable to poultry raising, and this branch of farming has greatly expanded in recent years. Sales of eggs and fowl realize more than \$35,000,000.

Despite the importance of dairying and livestock raising, field crops are another feature of Quebec farming. The cultivated areas comprise over 4,000,000 acres. Pastures cover about 5,000,000 acres, more than half of which are in seed. Oat fields cover another million and a half acres. Mixed grains, barley, fodder corn, and turnips are consumed, for the most part, on the farms. Among the field crops marketed are potatoes, tobacco, fibre flax, peas, beans, cereals, forage crops, and sugar beets.

In the environs of cities and in other places where tourist travel is extensive, truck farming has developed rapidly. Commercial orchards are principally found in the Montreal and Eastern Townships districts. Fruit and vegetable crops have a value of more than \$19,000,000. The gathering of blueberries, which grow wild in great abundance in the Chicoutimi, Lake St. John and Abitibi-Timiskaming regions, has become an important enterprise, and annual crops bring in more than \$2,000,000. The production of maple sugar and maple syrup in Quebec exceeds that of any other province and is, in fact, greater than that of the United States. The total annual value of maple products is approximately \$10,000,000.

One hundred and forty-one canning factories have a production worth \$12,000,000.

A number of farmers' associations and other institutions provide assistance to Quebec farmers, both in the economic and social fields. For instance, 645 farmers' co-operatives have an aggregate membership of 62,500 and the sale of farm products and agricultural equipment averages \$82,000,000. There are 90 agricultural societies, 500 farm clubs, and numerous breeders', horticulturists' and poultrymen's associations.

Agricultural schools and colleges, either maintained or subsidized by the Department of Agriculture, include superior schools at Oka, St. Anne, and Macdonald College; six regional schools; 11 intermediate schools, and seven agricultural orphanages. In addition, there are a dairy school and a veterinary school at St. Hyacinthe; farm schools at Deschambault and Courville, and federal experimental stations at St. Anne, Lennoxville, l'Assomption, and Normandin.

Handicrafts are popular and are given much encouragement. The Provincial School of Handicrafts has a staff of travelling instructors who, working for the most part in co-operation with the 50,000 members of Farm Women's Institutes, spread a knowledge of homecrafts throughout the rural districts.

Manufacturing

Quebec has made great strides industrially and commercially in recent years and now ranks second among Canadian provinces in quantity and value of its manufactured products. Twelve thousand manufacturing establishments, with a yearly production exceeding \$3,700,000,000, pay more than \$800,000,000 in earnings to 385,000 employees.

Leading industries in the Province of Quebec and the value of their production, with percentage in relation to Canadian production, include: pulp and paper, \$346,119,699, (49 per cent); tobacco, \$84,190,188, (91 per cent); cotton yarn and cloth, \$111,477,647, (70 per

Montreal University, one of the principal seats of learning in the province



cent); boots and shoes, \$64,956,419, (63 per cent); men's clothing, \$108,220,280, (59 per cent); railway rolling stock, \$76,053,620, (48 per cent); women's clothing, \$123,177,572, (67 per cent); silk and artificial silk goods, \$56,965,970, (67 per cent); hosiery and knitted goods, \$53,154,805, (41.6 per cent); furniture, \$44,002,973, (34.9 per cent); breweries, \$32,020,802, (38 per cent); medicine and pharmaceutical preparations, \$31,381,842, (44.6 per cent); sash and door factories, \$28,570,629, (29.3 per cent); fur goods, \$28,476,537, (49.5 per cent); corsets, \$8,967,190, (63.5 per cent).

Water Power

The Province of Quebec is richest in water-power resources, containing over 32 per cent of the total recorded for Canada. It also ranks highest in developed power, its present installation of nearly 6,000,000 h.p. being 60 per cent of the total for all provinces and representing the development of 34 per cent of its own known resources. The Shipshaw Plant on the Saguenay River with an installed capacity of 1,200,000 h.p. is the largest in Canada and is one of the larger plants in the world. The Beauharnois plant of 705,000 h.p., on the St. Lawrence River near Montreal, which is operated by the Quebec Hydro-Electric Commission, also has a greater capacity than that of any individual plant in all other provinces. Power production in the Province is greatly facilitated by the regulation of stream-flow by the Quebec Streams Commission through the storage dams it operates or controls.

Forests

The forest resources rank first in the economy of the Province of Quebec. The forested domain south of the 52nd degree of latitude covers an area of 264,170 square miles, including 237,171 square miles of Crown forests. Conifers, in the main spruce and balsam, constitute 70 per cent of the total stands, while deciduous species, such as birch, yellow birch, poplar, and maple, represent the remaining 30 per cent.

The pulp and paper industry is the most important of all industries in the Province. Its 48 mills produce more than half of the paper products manufactured in Canada. It consumes yearly some six million cords of pulpwood and gives employment to some 25,000 workers. The lumber industry, with its 2,476 sawmills, has a yearly output of over a billion ft.b.m., and employs some 21,000 workers. Forest exploitation on Crown lands affords seasonal employment to more than 35,000 people.

The total value of the forest production in the Province of Quebec, including such products as lumber, veneer,

ties, poles, pulpwood, paper, and cardboard sold in Canada and to other countries, approaches \$500,000,000.

Mining

An accelerated program of exploration and development has resulted in a remarkable expansion of the mineral industry of Quebec in recent years. Quebec mines and quarries now produce 12 different metals, 17 industrial minerals, and 10 varieties of building materials, and the annual value of this production is well in excess of \$160,000,000. Recent geological and prospecting activity has brought to light important deposits of iron in the New Quebec and Labrador areas, as well as titanium ore at Allard Lake, near Havre St. Pierre.

Asbestos, gold, and copper are the most important minerals. The value of asbestos fibre now being extracted from deposits in the Eastern Townships surpasses that of the gold output of the mines of western Quebec. Only a small part of this production is consumed in Canada, great quantities being shipped to other countries. Quebec is one of the world's most important producers of aluminium obtained by an electro-metallurgical process in plants at Arvida and Shawinigan Falls. One of North America's foremost copper smelters is in operation at Noranda.

Among other mineral products of Quebec mention should be made of arsenic, chromite, lead, molybdenite, selenium, titaniferous iron ore, feldspar, magnesitic dolomite, mica, iron oxide, peat, pyrite, soapstone, and industrial sand.

An increasing number of young men are being attracted by the opportunities offered in the mining industry. In response to this new interest the Faculty of Sciences of McGill University, l'École des Mines of Laval University and l'École Polytechnique of the University of Montreal have special courses designed to prepare students for careers in various phases of mineral exploitation and development. The Provincial Government takes an active part in this educational program, granting scholarships to deserving students and offering courses in prospecting.

Hunting and Fishing

The vast forest lands in Quebec provide an ideal habitat for game. Large beaver colonies with a total area of 136,100 square miles, established and administered by the Provincial Government, produce some 15,000 pelts per year. The plan by which well defined territories are assigned to individual trappers is being extended.

The Provincial Government encourages agricultural development through a system of Merit Awards. This is one of the prize-winning farms

Huge pulpwood piles are familiar sights at Three Rivers





An aerial view of Canada's great cosmopolitan city, Montreal

Covering an area of 13,000 square miles, the Provincial Parks are not only sanctuaries for wildlife but are the choicest fishing preserves on the North American Continent. They were planned in such a way as to bring them within the means of sportsmen of all classes.

Hunting and fishing licences are issued to some 350 organizations known as outfitters. These outfitters rent hunting and fishing territory from the Government, and by this means added protection for wildlife is provided and hunters and fishermen are assured of better sport.

Careful conservation measures and the restocking of rivers and lakes have helped Quebec remain the undisputed kingdom of speckled trout. Quebec's salmon rivers, three of which have recently been reserved for sportsmen on Gaspé Peninsula, are world renowned. Large hatcheries throughout the Province are among the most up-to-date on the continent. Ouananiche, yellow pike-perch, pike, smallmouth bass and maskinonge are famous Quebec species.

Commercial fisheries have developed to a great extent in Quebec. The Superior School of Fisheries at St. Anne's, the only one of its kind in America, the new Fishermen's Training School at Grand River, Gaspé, and two biological stations, also at Grand River, are contributing to the marketing of high quality products. To ensure the maintenance of high standards, the Government has established 50 cold storage plants, with a freezing capacity of 800 tons; 110 snowhouses, and 45 grading sheds along the coastline.

Inspection of maritime fishery products is now obligatory in Quebec, and the inspection service numbers 32 district inspectors.

Transportation

The Province of Quebec is well provided with railways. The headquarters of the Canadian National and the Canadian Pacific Railways are at Montreal, and various lines of these railways connect Montreal with Toronto, Ottawa, Winnipeg, Vancouver, Quebec, Saint John, Halifax, and New York, Philadelphia, Washington, Boston, Detroit, Chicago, and other United States cities. The Quebec Bridge, one of the world's greatest bridges, spans the St. Lawrence River a few miles from Quebec City. It couples the eastern section of the Canadian National System with the western lines, and makes possible a direct connection between Halifax and Van-

couver or Prince Rupert. By its line which traverses the Province from east to west and connects at Cochrane, Ontario, with the Ontario Northland Railway, the Canadian National System plays an important part in opening up a vast and rich territory. It also runs to the Rouyn mining field and the Lake St. John country, and to Murray Bay on the north shore and Gaspé on the south shore of the St. Lawrence.

The main line of the Canadian Pacific Railway runs from Saint John, New Brunswick, through the Eastern Townships of Quebec to Montreal, and then westward, via Ottawa, Winnipeg, Regina, Calgary, and Banff, to Vancouver. The same railway has an elaborate system of branch lines throughout the Province, which connect with through lines to Toronto and all parts of the Dominion and the United States. There are also a number of other railway companies, with lines running in various directions, especially in the extreme eastern section of the Province.

Both Montreal and Quebec are connected by steamship during the summer months with all parts of the world. The St. Lawrence route, by reason of its shortness and beauty, attracts, respectively, both freight and passengers proceeding to Europe and other parts of the world.

The road network of the Province of Quebec comprises 40,925 miles of highways, of which 26,545 miles are improved. Roads permanently hardsurfaced, in asphalt or cement, represent a length of more than 6,000 miles. The Provincial Department of Roads maintains at its own cost a system consisting of 6,485 miles of main highways and 16,600 miles of municipal highways.

Extensive improvements are being carried out on the Quebec road network with a view to improving travel throughout the Province, providing better links with the distant regions of Gaspé, the Saguenay, Lake St. John, Timiskaming, and Abitibi, and encouraging travel to and from the adjacent Provinces of Ontario and New Brunswick and the neighboring States of New York, Vermont, and Maine.

Population

About five-sixths of the population of Quebec, which, according to the latest census, was 3,887,000, are descendants of the original French settlers and speak the French language as their native tongue. The remaining one-sixth, chiefly of British descent, are found principally in

A crop of potatoes from a Quebec farm being prepared for shipment



80

75

70

65

60

55

QUEBEC

Scale: 150 miles to 1 inch

50 0 100 200

REFERENCE

Railway.....

Resources..... Gold





Latest methods of insect control are practised on this experimental area at Lake Wagoose in southern Quebec



The surface plant of a Rouyn Township mine, one of Quebec's many producing properties

Montreal and other cities and towns, and in the Eastern Townships.

Government

The Government of Quebec is in the hands of a Lieutenant-Governor appointed by the Governor in Council, a Legislative Council of 24 members appointed by the Lieutenant-Governor in Council, a Legislative Assembly of 92 members elected by the people, and an Executive Council of 22 members chosen from the Legislative Assembly and the Legislative Council. The Province is represented in the Canadian Parliament by 73 Members of the House of Commons and 24 Senators. There is a complete system of municipal government, the municipalities having large powers.

Education

Quebec, unlike the other provinces, provides a dual system of public schools, based on religious belief. Public schools, both elementary and secondary, are either Roman Catholic or Protestant, and the courses of study and regulations are framed by the Roman Catholic and Protestant Committees of the Council of Public Instruction for their respective schools. This dual system operates under a common law and is administered by the Department of Education. The Superintendent of Education has the general direction of the Department, assisted by a Catholic and a Protestant Secretary and several officials. The local school boards are elected by the ratepayers; the local religious majority, whether Protestant or Catholic, elects a board of five commissioners, and the local religious minority elects a board of three trustees. This plan of complete freedom as to religion and language works well throughout the Province.

In 1947-48, there were 569,009 pupils (504,290 Catholic, 64,719 Protestant) enrolled in 8,874 schools under 1,927 school boards. Monies spent for these school boards and the Department of Education amounted to \$26,800,000. In addition, 509 private schools enrolled 58,394 pupils.

Technical schools and schools of arts and crafts, 46 in number, had an enrolment of 12,187. These schools come under the direct authority of the Department of Social Welfare and Youth. Normal schools, situated in every section of the Province, provide training for teachers, of whom half belong to religious orders.

The Roman Catholic classical colleges are a special feature of education in Quebec. These institutions (32 for boys, 14 for girls) offer an eight-year course after the completion of elementary school, and are somewhat comparable to French *lycées*. The first four years constitute high school; the last four lead to a degree of Bachelor of Arts, conferred by a University, either Laval or Montreal, depending upon the college's affiliation. The courses offered include French, English, Greek, Latin, History, Religion, Philosophy, Science, and Mathematics. The training given girls in Intermediate and Regional Household Science schools has also attracted much favourable attention in recent years.

There are four universities: the University of Montreal and McGill University, both located in Montreal; Laval University in Quebec City, and Bishop's College in Lennoxville. These schools have an aggregate enrolment of 15,000 students.

Technical Education

Technical or vocational education forms a separate unit in the Province of Quebec's system of public instruction. It comes under the authority of the Minister of Social Welfare and Youth, and comprises four categories: technical schools, arts and crafts schools, specialized schools, and trade courses given in industrial and reform schools.

There are now eight large technical schools in the Province. The four-year course given in these schools trains skilled hands for key positions in industry. The Montreal Technical School is the most important school of its kind in the British Commonwealth, not only because of the equipment it makes available to its students but also because of the number of students enrolled. Some 40 arts and crafts schools function in various large and small communities. These schools, which serve to decentralize industrial training, give young workers the opportunity of preparing for a trade or of following the first two years of a technical course without leaving home.

Ten schools, each situated at the centre of industrial regions in which the training afforded can be used to best advantage, provide specialized instruction for students from all sections of the Province. The more important ones are the Furniture-making School, the School of Graphic Arts, the Textile School, the Paper-making School, the Marine School, the Automobile School, and

the Central Trades School. It is worthy of note that the Furniture-making School and the Marine School are the only ones of their kind in Canada, and that the Textile School can be favorably compared with the best schools of the same type in the United States. A modern paper mill is being set up in the Paper-making School which will make it the best equipped institution of its kind in the world.

The Department of Social Welfare and Youth has recently organized manual training and trade workshops in reform and industrial schools. Auxiliary services provided include correspondence courses, a Directorate General of Specialized Training, an inspection service for private schools, courses in popular culture, vocational guidance, industrial efficiency courses, an employment bureau, and scholarships. Nearly 5,000 students benefit from annual scholarships.

Cities and Towns

Montreal is Canada's largest city and commercial metropolis. It holds a commanding position relative to both ocean and river navigation. Though 1,000 miles inland, large ocean steamers anchor at its wharves in summer, and the Lachine Canal and connecting waterways give access to the commerce of the Great Lakes. The city is a great railway centre, being the headquarters of the Canadian Pacific and Canadian National Railways, and is connected by several lines with all parts of Canada and the United States. Its airport at Dorval also makes it a leading centre of civil aviation. Nestling at the foot of Mount Royal, from which it derives its name, Montreal stretches along the river front, forming a most pleasant spectacle to visitors approaching it by the St. Lawrence River. The harbour of Montreal, in extent and equipment, is one of the finest in the world; it is the chief gateway for Canada's export and import trade. Almost every Canadian industry finds representation in the city's trade marts. Montreal offers exceptional educational advantages, from primary to professional and religious instruction, and there are several well-equipped hospitals and many philanthropic institutions. Its public buildings, churches, hospitals, and the homes of its financial institutions are among the finest in Canada. The population of Greater Montreal, according to the census of 1941, was 1,250,000.

Crowning with its citadel the bold and precipitous front of Cape Diamond, Quebec is one of the most picturesque cities of America. In the narrow, steep and winding streets of the old lower town are still found the strong stone houses built before the historic battle of the Plains of Abraham. The capital of the Province, it has a population of about 200,000, largely of French descent. Its fine Legislative Buildings are situated in extensive grounds, and the Court House, City Hall, and other structures for municipal use, are all noteworthy. Laval University has its headquarters in imposing buildings. Within the past few years, the number of Quebec's manufacturing industries has grown considerably. There are now more than 300 manufacturing firms employing 13,500 workers whose yearly earnings amount to \$25,111,000. Manufacturing production is valued at \$122,746,000. Quebec's modern and busy harbour plays an important part in Canada's external trade. All the large railways connect Quebec with Montreal and the Maritime Provinces. Near the city, Montmorency Falls

and the celebrated shrine of Ste. Anne de Beaupré attract thousands of visitors annually.

Hull, situated on the north bank of the Ottawa River opposite Ottawa, the capital of Canada, is a lumber and paper manufacturing centre, with a population of about 40,000. Three bridges across the Ottawa River connect Hull with Ottawa. Water-power developments on the Ottawa and Gatineau Rivers furnish the electrical energy for the street railways, lighting systems, sawmills, pulp and paper mills, and other factories in both Hull and Ottawa.

Sherbrooke, located in the Eastern Townships, possesses decided advantages as an industrial centre. The city is at the confluence of the Magog and St. Francis Rivers, the source of electric power to operate its industries. One hundred miles southeast of Montreal, and on five railway lines, it is accessible from all the larger centres of the East, and is only one night's journey from Portland, Boston, and New York. Sherbrooke has many factories, several of which are branches of United States firms. The principal products are silk hose, gloves and underwear, yard silk, woollen goods, tire fabrics, scales, valves and jacks, locomotive superheaters, mining machinery, air drills and compressors, structural steel, rubber goods, jewellery, watch cases, mesh bags, reed fibre, carpets, box toes, patent medicines, and manganese steel castings. The most extensive asbestos mines in the world are located in this district. Quantities of asbestos, wood pulp, maple sugar, and manufactured goods are exported abroad.

Three Rivers, at the confluence of the St. Lawrence and St. Maurice Rivers, 72 miles southwest of Quebec City and 92 miles northeast of Montreal, is another important manufacturing city. Its chief industries are cotton, pulp and paper, lumbering, textiles, and shipbuilding. It is the centre of a productive farming country and a port of growing importance. It is one of the oldest cities in Canada.

Chicoutimi, situated on the Saguenay River, has witnessed an economic, industrial, and commercial expansion of considerable proportion within recent years. The opening of the aluminum works at Arvida and the electric power development at Shipshaw are the principal contributory causes. Among the new industries, the more notable are wool spinning, manufacture of aluminum canoes, and pottery. The population is about 20,000.

Logs on their way to the mill, a familiar scene on many Quebec rivers





Many picturesque farms dot the countryside of the Eastern Townships



This aircraft plant, near Montreal, indicates the industrial expansion taking place in Quebec

Sorel, at the confluence of the Richelieu and the St. Lawrence Rivers, is an industrial city and a port for ocean-going vessels. Shipbuilding is the chief industry, and the Sorel shipyards are the largest in Canada.

St. Johns is on the Richelieu River at the head of the Chambly Canal which forms a link in the water highway between Montreal and New York. The major portion of its population is actively employed in the numerous and prosperous industries. The large factory of the Singer Sewing Machine Company is situated in St. Johns.

Other leading centres of population are Shawinigan Falls, noted for its water power, aluminium manufacturing, spinning mills, and chemical products; Grand'Mère, with its pulp mill and electric power plants; Jonquière and Kenogami, important pulp and paper centres; Thetford Mines and Asbestos, leading asbestos producing communities in the world; Granby, an important manufacturing city where rubber goods, tobacco products, and plastics are produced, and St. Hyacinthe, site of the largest organ factory in Canada.

Historical Sketch

Quebec history dates from 1534, in which year Jacques Cartier planted on Quebec soil, at Gaspé, the cross bearing the arms of France. Cartier, who made two later voyages, was succeeded in these early years by fur traders and missionaries. In 1604 De Monts founded Acadia. Samuel de Champlain, far-sighted and vigorous, established at Quebec a post that for a century and a half remained the capital of New France.

The small colony on the shores of the St. Lawrence passed under English control in 1629 when a force under Kirke captured Quebec, but was returned to France in 1632. The Company of New France, founded by Richelieu, established posts at Three Rivers in 1634 and at Montreal in 1642, and encouraged colonization. These years were perilous ones for the little colony of 2,500 souls who faced constant attack by the Iroquois, angered by the increasing French control of the fur trade.

Under Royal administration following 1663, the colony grew in size as the Iroquois were subdued and the seigniorial system, by which large land owners conceded lands to colonists at modest ground-rents, brought new settlers out from France. Apart from agriculture, the fur trade was still the most important industry, and Radisson, Perrot, Joliet and La Salle ranged far across North America on trading and exploring voyages.

Toward the close of the 17th Century the English colonies to the south joined forces with the Iroquois in a

war against the French, and the Anglo-French War broke out. Under Frontenac, the French raided the English colonies, and fought off a siege of Quebec by Phipps. After these hostilities ended, the War of the Spanish Succession caused renewed warfare and, by the Treaty of Utrecht (1713), France, defeated in Europe, lost Acadia and Hudson's Bay.

A long period of peace followed, in which Quebec prospered. Agricultural production increased remarkably, and many industries were started. The population of the colony grew from 24,000 to 70,000 over a period of 38 years.

A new struggle broke out, however, against the English colonies, which, too closely hemmed in along the Atlantic Ocean, were pushing forward into the Ohio Valley. The adversaries were left deadlocked following the first war, 1744-48, but during the Seven Years' War a strong English Force under Wolfe captured Quebec following a battle on the Plains of Abraham in 1759, and in the following year Montreal capitulated. The Treaty of Paris in 1763 ceded New France to Great Britain, and it became the Province of Quebec.

At one stroke, 70,000 French became British subjects. With the support of Governors Murray and Carleton, they obtained religious liberty and the return of French civil laws through the Quebec Act (1774). The following year the new subjects fought against the invasion by American revolutionists at St. Johns, Longue Pointe, and Quebec. In 1791, after the entry of the United Empire Loyalists, the country was divided into Upper Canada (Ontario) and Lower Canada (Quebec), each province having a Legislative Assembly and a Legislative Council.

During the war of 1812-14, the Quebec militia triumphed at Chateauguay under de Salaberry. Political dissension later arose between the French agricultural group and the English mercantile group. Papineau demanded responsible government, but the oligarchic clique in control of the Province refused to make any concession. Passions were aroused, and the Patriots took up arms in 1837. They, as well as the rebels in Upper Canada, were defeated, and the two provinces were united under one administration that the reformist party soon forced to introduce responsible government.

In 1867, Quebec's representatives agreed to enter Confederation. Today, Quebec stands as a proud member of the Canadian family, its customs and traditions preserved, moving forward, with its sister provinces, to new developments and achievements.

Ontario

The Province of Ontario has a total area of 412,582 square miles, of which 363,282 square miles or 88.1 per cent is land and 49,300 square miles or 11.9 per cent is lakes and rivers. The Province extends 1,000 miles from east to west and 1,050 miles from south to north. Of this area, 82 per cent lies south of the isotherm of 60° F. mean July temperature, which is generally considered the northern limit for the economic production of cereals.

Ontario is approximately equal in size to the combined areas of the following fourteen states of the United States: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Ohio, Michigan, Indiana, Illinois, and Wisconsin.

Ontario has been described as that portion of Canada contained between the Great Lakes and Hudson Bay, and between the western boundary of Quebec and the eastern limits of Manitoba. Most of the boundary lines consist of lakes and rivers, such as the Ottawa River on the east, and the St. Lawrence River and Great Lakes on the south as far west as the Pigeon River which separates Ontario from Minnesota. Ontario's immediate neighbours are the Provinces of Quebec and Manitoba and the States of New York, Pennsylvania, Ohio, Michigan, Wisconsin, and Minnesota.

The Province is divided into two main geographical divisions—southern Ontario, well settled, with important agricultural and industrial regions, and northern Ontario, comprising the extensive northern section of the Province, forest-clad and rich in mineral wealth, and with an agriculture of much promise. Northern Ontario is traversed by the Canadian Shield which stretches east and west across the country, hence its watershed is either southward to the Great Lakes or northward to Hudson Bay.

Southern Ontario, which again is subdivided locally into eastern and western Ontario, is that portion of the

Province south of the Ottawa River and Lake Nipissing which lies like a wedge between Lakes Ontario, Erie, and Huron. The Canadian Shield extends into southern Ontario north of a line drawn from Georgian Bay to the eastern end of Lake Ontario. The remainder of the southern part of the Province belongs to the St. Lawrence Lowlands. The soil yields a great diversity of products, including pasture grasses, all kinds of cereals, a wide range of vegetables, many kinds of the finest marketable apples, small fruits, grapes, and peaches. The natural conditions are ideal for varied and intensive agriculture, and attractive and fertile farms predominate. There are also large and thriving industrial and commercial cities, such as Toronto, Hamilton, Ottawa, Windsor, London, Kingston, Peterborough, Brantford, Kitchener, and Oshawa, served by a network of railways, enjoying all the advantages and amenities of the best modern cities, and sending their products not only throughout Canada, but to many parts of the world.

Northern Ontario is mainly a region of forests, mineral and agricultural lands, rivers, and lakes. There are nearly 100,000,000 acres of forests, abounding in game, rich in timber, and possessing great resources of pulpwood. World-famous for its mines, it has already made Ontario an important producer of gold and other minerals, although the resources of the country in this direction are still largely unexplored. This section also possesses the great Clay Belt, containing many millions of acres of fine farming land. Already some districts are well farmed, and have proved that this northern country is adapted to the production of general farm crops, dairying, and the raising of live stock. The Ontario Northland Railway, owned and operated by the Provincial Government, passes through the centre of the country from North Bay to Moosonee, on James Bay, a distance of 471.6 miles. Branch lines add another 258.5 to the mileage operated by this railway. The country is also served by the

The Parliament Buildings at Queens Park in Toronto



The American and Canadian falls of famed Niagara Falls from the Canadian side of the river





The Hollinger Mine at Timmins is one of the great gold producers in Canada

Canadian Pacific and Canadian National Railways, and the Algoma Central and Hudson Bay Railway.

If measured from its source to its mouth, the St. Lawrence is one of the longest rivers in the world. It is 1,900 miles in length, and drains a basin of 530,000 square miles, 360,000 of which are in Canada. In its course it expands into five great lakes, four of which touch on Ontario and form part of the boundaries of the Province—Lakes Superior, Huron, Erie, and Ontario. These four lakes, together with Lake Michigan, which lies wholly within the United States, contain about one-half of the fresh water on the surface of the globe. The importance commercially to Ontario of the Great Lakes and the St. Lawrence River can hardly be over-estimated.

The first great expansion of the St. Lawrence, which really has its rise in the headwaters of the St. Louis River, is Lake Superior, 383 miles long and 160 miles wide. The lake receives its main supply from Lake Nipigon, 1,870 square miles in area, through the Nipigon River, but there are other tributaries, such as the Kaministiquia, at the mouth of which are the cities of Fort William and Port Arthur. The shores are rocky and irregular, with numerous islands skirting the coast. Its waters are clear and cold and contain an abundance of fish of various kinds.

Lake Superior empties its waters into Lake Huron through the St. Mary's River, 30 miles in length. The river is navigable throughout its entire course, except at one point where there is a fall of 22 feet in a distance of three-quarters of a mile. To overcome this obstacle, canals have been constructed, on both the Canadian and the United States sides. The Canadian canal is 7,286 feet long, with a breadth of 150 feet, its single lock being 900 feet long and 60 feet wide.

The flood of wheat from the prairies is handled by grain elevators at the head of the Great Lakes such as these at Port Arthur



Lake Huron is 247 miles in length and 101 miles wide. Georgian Bay is separated from the lake proper by the Bruce Peninsula and the Manitoulin Islands. The shores are in some places low, in others rocky. The northern coast of Georgian Bay is rocky and high, but on the east the shore, although rocky, is low. The scenery of the bay is lovely, made even more beautiful by the 20,000 islands which dot its surface. A number of these islands have been set aside as Georgian Bay Islands National Park. Several important rivers flow into Georgian Bay—the Spanish, Magnetawan, Muskoka, Severn, and Nottawasaga, all important for their lumbering operations. At its southern extremity, Lake Huron discharges its waters into Lake St. Clair, through the River St. Clair, 30 miles in length and navigable throughout. The lake, 25 miles long by 25 miles wide, is very shallow, so that, as an aid to navigation, a channel 20 feet deep and 300 feet wide is kept open by dredging. Its waters are muddy and the coast is low and marshy. The Detroit River, 32 miles long, carries the waters of Lake St. Clair into Lake Erie.

Lake Erie, the shallowest of the Great Lakes is 241 miles long and 57 miles wide. The shores are low, and, owing to its shallowness, the lake is much disturbed by storms. The chief ports are Port Colborne, Port Dover, and Port Stanley. Point Pelee, the southernmost extension of the mainland of Canada, has been reserved as a national park.

Lake Erie empties into Lake Ontario through the Niagara River, 33 miles in length, with a descent of 326 feet in its course. About half-way between the two lakes the rapids commence, and here the descent is 55 feet in three-quarters of a mile. On the Canadian side of the river, there is a drop of 167 feet at famed Niagara Falls and a further drop of 85 feet in the gorge below. In order that large ships may pass between Lakes Ontario and Erie, the Federal Government constructed the Welland Ship Canal, 25 miles in length, at a cost of about \$120,000,000.

Lake Ontario is 193 miles long, and 53 miles wide. The shores are low, the greatest height being near Toronto. It receives numerous tributaries, though none of them are of any great importance. The principal harbours are Hamilton on Burlington Bay, Toronto on Toronto Bay, Belleville on the Bay of Quinte, Cobourg, Port Hope, Whitby, and Kingston at the extreme east.

At the beginning of the St. Lawrence proper is the group of islands scattered up and down the river for 40 miles, known as the Thousand Islands, a favourite resort for tourists. Thirteen of these islands and a mainland reservation comprise St. Lawrence Islands National Park. Near Prescott, rapids begin to appear, which are overcome by locks; these, however, are used mainly in the ascent of the river. From this point on to Montreal there are numerous canals, the most important of which are the Long Sault, Cedar, Cascade, and Lachine. By means of the canals, built and maintained by the Federal Government, vessels of a moderate draught can pass from Lake Superior to Montreal, and thence along the river to the Atlantic Ocean itself.

Climate

There is a wide variation in the climate of Ontario, the Great Lakes and Hudson Bay exerting marked influences in the different sections. Southern Ontario, owing

to the proximity of the Great Lakes, is milder than many districts much further to the south. Northward the climate is more severe, especially in winter. Still further north again, toward Hudson Bay, the temperature moderates so that in the Clay Belt the winters are milder than they are in the district around Lake Superior. On the whole, however, the summers of Ontario, with the exception of occasional hot days, are pleasant; the nights usually being cool. The autumn is delightful. The winters are dry and exhilarating, with long intervals of unclouded, sunny skies and no fogs. As in Quebec, the winter, with its frozen lakes and rivers and the snow-covered surface of the ground, is admirably suited to the purposes of the lumberman and the miner in the transportation of their products. The average annual rainfall is slightly more than 24 inches.

Agriculture

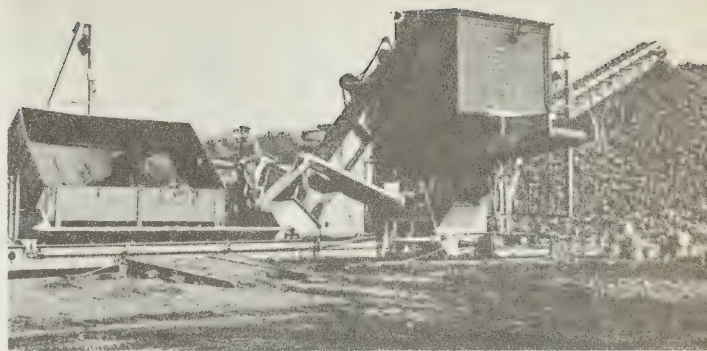
Ontario has excellent soil and climate suited to a wide variety of products. Agriculture has been the leading primary industry of the Province since its first settlers started their primitive operations more than one hundred and fifty years ago.

The total area sown to field crops in Ontario is about 81¼ million acres, but when it is considered how small this figure is compared with the 232,000,000 acres of land surface in the Province, and that in northern Ontario there are 20,000,000 acres of virgin agricultural land—one of the greatest expanses of uncultivated fertile territory to be found in the world—it is seen that Ontario has still room for additional farming population.

Oats, wheat, barley, rye, buckwheat, peas, beans, and corn are the principal cereal crops. Grain growing, however, by no means represents the whole effort of the Ontario farmer. Here is the natural home of mixed farming, and dairying in all its branches is the backbone of agriculture. Ontario produces about one-third of the butter and cheese made in Canada. There are more than 700 cheese factories and creameries and the Provincial Government's staff of dairy instructors assists in maintaining a uniformly high grade output. Considerable quantities of cheese are exported. The livestock industry of Ontario is very important, and some of the best horses, cattle, sheep, and swine on the continent are raised in the Province. The large livestock population requires extensive areas of hay, pasture, and forage crops.

In the Niagara fruit belt, Ontario possesses one of the most beautiful and fertile fruit-growing districts in the British Commonwealth. Here peaches and grapes are grown extensively, and cherries, apples, plums, pears, and small fruits yield bountiful crops. Steam and electric railways and motor highways radiate in all directions, linking up the orchards with the cities. Scientific cultivation, exceptional soil and climate, easy transit, co-operative marketing, and nearby markets are found in favourable combinations in this section of the Province, where the highly specialized industry of fruit growing and market gardening has reached a high stage of development. Large canning factories handling both fruit and vegetables are located at many centres.

Yet this is not Ontario's only fruit and vegetable area. In southwestern Ontario, in the Georgian Bay District, and along the north shore of Lake Ontario, fruit and



Modern machinery is used in harvesting sugar beets, an important crop in southern Ontario

vegetable growing are important factors in the farm economy.

Tobacco is extensively grown in the counties of Norfolk, Essex, and Kent along Lake Erie, and in Brant, Oxford, and Durham counties. Both the soil and the climate are found to be suitable to the cultivation of the plant, and the product is of excellent quality. Most of the tobacco raised is manufactured within the Province for home consumption. The cultivation of sugar beets is also of importance in southwestern Ontario.

Many hundreds of active organizations, managed by the farmers themselves, advance the interest of the agricultural community. These include farmers' institutes, co-operative societies, farmers' clubs, agricultural societies, horticultural societies, and associations of dairymen, livestock breeders, poultry keepers, bee-keepers, fruit growers, ploughmen, and vegetable growers. The Provincial Department of Agriculture maintains an Agricultural College at Guelph, an Agricultural School at Kemptville, Experimental Farms at Ridgetown and Vineland, a Demonstration Farm at New Liskeard, and a corps of Agricultural Representatives, all skilled agriculturists, resident in every county and district, whose services are devoted to assisting the farmers. The Federal Government operates Experimental Farms at Ottawa, Harrow, and Kapuskasing.

Manufacturing

The manufacturing production of Ontario is roughly equal to that of the remainder of Canada. The geographic position of Ontario on the Great Lakes waterway system, by means of which the iron ore of Minnesota and the coal of Pennsylvania are readily accessible; the wide

Growers in southwestern Ontario produce millions of pounds of tobacco each year





ONTARIO

Scale: 33 miles to 1 inch

10 0 10 20 30 40 50

REFERENCE

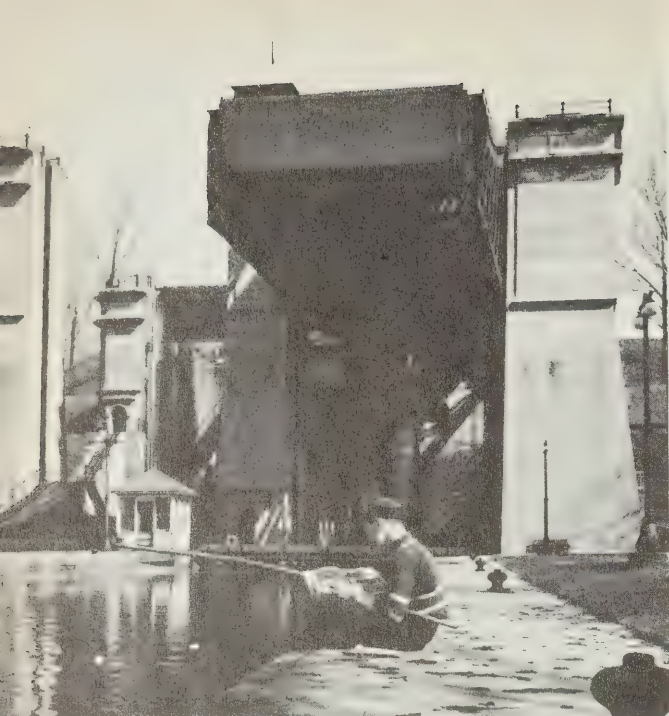
Railway.....

Shipping Route.....

County Boundary.....

Resources..... Fruit





The largest lift locks in the world are located at Peterborough

range of natural resources of forests, minerals, water power, and agriculture; a large population, and excellent water and rail transportation facilities to other parts of the country have all encouraged industrial development. Other factors have been proximity to one of the most densely populated sections of the United States and the establishment within the Province of branch factories of United States industries.

There are more than 11,000 manufacturing establishments in Ontario which has the greatest diversification of manufacturing production of any province. Outstanding among the industries in which the Province is pre-eminent are those producing automobiles, agricultural implements, starch, bicycles, and carpets.

The fifteen leading industries of Ontario are automobile, electrical apparatus and supplies, pulp and paper, slaughtering and meat packing, flour and feed, rubber goods including footwear, non-ferrous metal smelting, primary iron and steel, automobile supplies, butter and cheese, machinery, petroleum products, fruit and vegetable preparations, sheet metal products, and bread and other bakery products.

Water Power

Ontario has large power resources, being exceeded in this respect only by Quebec and British Columbia. It has developed nearly 31 per cent of its potential power and ranks second in power production among the provinces. The Hydro-Electric Power Commission of Ontario is the greatest power-producing and distributing organization in Canada; it operates 56 generating stations with a total capacity of nearly 2,000,000 h.p., the largest being the Queenston Plant on the Niagara River of 560,000 h.p.; in addition nearly 1,000,000 h.p. is purchased on contract. At the end of 1948 power was being supplied to 944 municipalities; rural electrification was receiving special consideration and more than 85,000 farms were being served.

Forests

Though extensive lumbering operations have been carried on for the last 125 years and forest fires have destroyed the timber on vast areas, there are still more than 65,000 square miles of merchantable timber and 107,000 square miles of accessible young growth. Of the soft woods, spruce is the most abundant, followed by jack pine, balsam, and white pine, for which Ontario is famous. Maple, yellow birch, beech, basswood, elm, and ash are the most important hardwoods.

The chief forest products are pulp and paper, lumber, lath, and shingles. The paper and pulp not required for home consumption are exported, principally to the United States and the British Isles.

The numerous rivers throughout the lumbering districts are of great help to the lumbermen in floating the logs to the sawmills located at convenient points. The most important lumbering districts are Nipissing, Timiskaming, Cochrane, Sudbury, and Algoma.

The important pulpwood producing areas are Cochrane, Thunder Bay, and western Ontario.

Hasty clearing of the land for farming and forest fires have caused great destruction of timber, but the Provincial Government is awake to the necessity of forest protection and reforestation. Eight areas, with a total of 19,600 square miles, have been set apart as provincial forests for timber conservation and the preservation of the water supply. In addition, Algonquin Park and Quetico Park, owned by the Ontario Government, with an area of 2,700 and 1,700 square miles respectively, contain uncut timber of great value.

Mining

The chief metallic minerals of Ontario are gold, nickel, copper, platinum metals, and silver, while important lead and zinc deposits await utilization. Ontario is pre-eminent in nickel, supplying over nine-tenths of the world's demand. The mineral deposits of the Sudbury district, which are among the most valuable in the world, provide not only the nickel but the major portion of Canada's copper. They give Canada leadership in the world's production of platinum and palladium and produce other platinum-group metals, as well as gold and silver. The gold mines of Kirkland Lake and Porcupine collectively form the second most productive group in the world, and new gold-producing properties are scattered virtually across the breadth of northern Ontario. The phenomenal silver field at Cobalt, after more than forty years' operation, is still producing silver and cobalt. Arsenic, selenium, and tellurium are being produced from Ontario ores. The only radium refinery in the British Empire is located at Port Hope, Ontario, its production, however, being from pitchblende ores mined at Great Bear Lake in the Northwest Territories.

Ontario has been the leading producer of iron ore among the Canadian provinces and today has two important producers in the Helen Mine at Wawa in the Michipicoten area and the Steep Rock Mine at Steep Rock west of Lake Superior. A number of other large low-grade deposits of iron ore suitable for beneficiation are known and will doubtless be brought into operation in the near future.

In addition to metallic minerals, Ontario has an outstanding production of non-metallics, of which natural gas, found mainly in the southwestern part of the Province, is the most important. Cement, salt, building stone, lime, clay products, petroleum, gypsum, talc, quartz, graphite, feldspar, nepheline syenite, silica, brick, mica, and fluorspar are other economic minerals and mineral products in commercial production.

Ontario is also an important producer of the metal magnesium and a large plant using a modern process is in operation in Renfrew County near the town of Renfrew.

The energetic prospecting of virgin territory in the northern part of Ontario is disclosing new resources in metals and non-metals alike.

Fisheries

One of Ontario's important assets is its fisheries, which are extensive and valuable. Commercial fishing is of considerable importance in the economy of the Province. Ontario takes first place among the provinces in the value of fresh-water fish marketed annually. The waters of the Province cover a relatively large area, approximately 80,000 square miles, accounted for in part by the provincial portion of the Lake of the Woods and Lakes Nipigon, Nipissing, and Simcoe. Ontario enjoys an extensive natural distribution of lake trout, speckled trout, bass, pickerel, and maskinonge, which are much sought after and highly regarded by anglers. There are more than forty varieties of fish to be found in Ontario's waters.

The marketable fish include herring, whitefish, lake trout, pike, sturgeon, yellow and blue pickerel, and the coarser varieties such as carp, sucker, eel, and catfish. The regulation of all Canadian fisheries is a responsibility of the Federal Government, but in the case of the non-tidal fisheries of Ontario, and certain fisheries elsewhere, the enforcement of the regulations is in provincial hands. For the purpose of re-stocking and increasing the fish supply, the Provincial Government maintains approximately thirty hatcheries located at favourable points throughout the Province.

Transportation

Air transport has played an important role in the development of Ontario's northland, especially in the expansion of mining activity. There has been a steady increase in passenger, freight, and mail transportation by air. Flights are operated by numbers of private operators, two United States air lines, and Trans-Canada Air Lines. The southern section of Ontario has an elaborate network of railways, and the settlers even in the outlying portions of the Province are in most cases within easy distance of railway communication. The oldest railway in Ontario is the Grand Trunk, which is now part of the Canadian National System. Not only do the Canadian National Railways cover southern Ontario with an elaborate network, but they girdle the Province from its eastern to its western border in the new country which lies north of the Great Lakes. This line, which connects at Cochrane with the Ontario Northland Railway coming up from



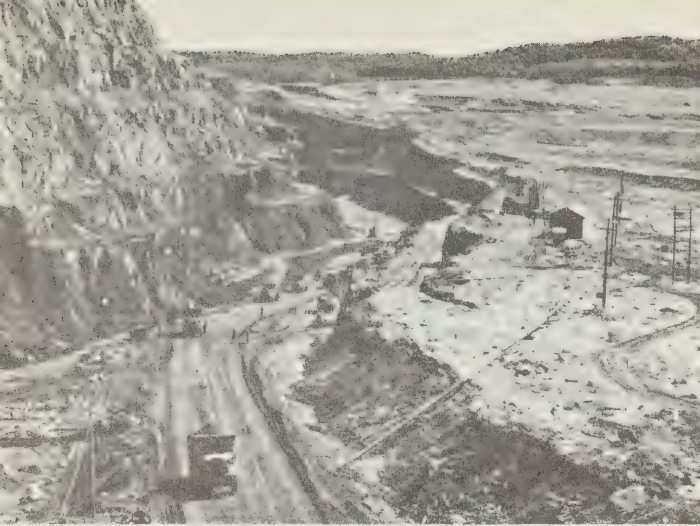
Hundreds of millions of feet of lumber are produced annually from Ontario's forests

North Bay, connects also with a Canadian National line curving northwest from Toronto, through Sudbury, and, with a cut-off between Nakina and Longlac, provides a short route between Toronto, Minaki, and Winnipeg. The Canadian National System in Ontario serves, as well as the agricultural and industrial centres of the south, the famous mining district of Sudbury. Porcupine and Cobalt are served directly by the Ontario Northland Railway. The system passes through Algonquin Provincial Park and other forest reserves. Its lines also serve the grain shipping ports of Fort William and Port Arthur.

The main line of the Canadian Pacific Railway passes through North Bay and skirts the north shore of Lake Superior on its way from Montreal to Winnipeg and Vancouver, passing through the principal cities and towns of Western Canada. A line of the Canadian Pacific passes through Toronto from Montreal to Windsor, and a direct line also runs from Toronto to Sudbury, where it joins the main line to Winnipeg and other western points. Numerous branches radiate from these trunk lines. United States roads also tap Ontario from the south, and there is heavy in-transit freight and passenger traffic between points in Michigan and in New York on lines through the Province operated by the Chesapeake and Ohio Railway, (Pere Marquette Division); the New York Central (Canada Southern); the Wabash Railway, and the Michigan Central Railway.

In addition to steam railways there are hundreds of miles of electric lines operating in cities and running through the rural districts to serve nearby towns. Motor buses operate extensively on excellent paved roads throughout the Province serving urban as well as rural areas.

Reference has already been made to the canal system in the Great Lakes and the St. Lawrence River. Other canals include the Rideau Canal between Ottawa and Kingston, the Ottawa River Canals between Ottawa and



Iron ore from one of the Steep Rock pits in northern Ontario is moved in 15-ton trucks to the crusher



The huge pulp and paper mill at Espanola, northern Ontario

Montreal, Trent Valley Canals from Trenton through the Kawartha Lakes to Georgian Bay, and the Murray Canal separating the peninsula of Prince Edward County from the mainland.

During the season of navigation the Great Lakes and the St. Lawrence River form a great highway for transportation, many lines of steamers, both freight and passenger, being in operation. The carrying of grain from the twin cities of Fort William and Port Arthur, where huge storage elevators are located at the head of Lake Superior, to various ports on the Great Lakes and as far as Montreal for export, is a very important traffic. Regular passenger liners run from Sarnia, Owen Sound, and Port McNicoll to Fort William and Port Arthur. Toronto, Hamilton, Cobourg, Port Stanley, and Kingston are all important summer ports. Modern steamers handle the tourist travel between Toronto and Montreal, and on the upper lakes.

Population

The population of Ontario according to the estimate of 1948 was 4,297,000. More than three-quarters of the people are of Canadian birth, and next in number are those from the British Isles. Of the Canadian-born the greater number are the descendants of English, Scottish, and Irish settlers, but in certain sections of the Province are many French-speaking inhabitants. There is also a good representation of German, Italian, Polish, Russian, Dutch, and other European stock. The English-speaking population is in the majority.

Government

The Government of Ontario is carried on by a Lieutenant-Governor appointed by the Governor in Council, an Executive Council or Cabinet chosen from the Legislative Assembly and a Legislative Assembly of 90 members elected by the people. The Province is represented in the Federal Parliament by 82 Members of the House of Commons and 24 Senators. There is a very complete system of municipal government.

Education

In the Province of Ontario, much control over educational matters is delegated to the local authorities, called boards of trustees. These local school boards have general

control over the engaging of teachers, the erection and maintenance of school buildings, and the raising of local rates for educational purposes. The Provincial authorities, however, retain a considerable amount of control through regulations dealing with school accommodations, courses of study and text-books, through training and certification of teachers, through inspection, and through the legislative grants, which since 1944 have risen from \$8,719,557 to \$30,134,337 in 1947.

There are two types of elementary schools doing the same work. The first school to be established in a community is the public school, which is non-sectarian. Provision is made for the establishment of separate schools which are mainly Roman Catholic. Elementary schools are required to give instruction to the end of Grade VIII, but may provide instruction to the end of Grade X. Kindergartens are operated in the majority of graded schools and a few junior kindergartens are maintained.

The Secondary Schools are of two general types, academic and vocational. In the academic group are the Continuation School, the High School and the Collegiate Institute. The Continuation School, usually of two or three teachers, was organized to bring the advantages of secondary education to the smaller communities. It ordinarily takes the work of Grades IX to XII, inclusive. Collegiate Institutes differ from High Schools in accommodation, equipment and qualifications of teachers. Both of these include Grades IX to XIII. The Vocational Schools, organized in the larger towns and in the cities, provide Industrial, Agricultural, Commercial, Home Economics, and Art Courses. In the majority of these schools a four-year diploma course is given. Graduates usually enter the business or industrial world, although some vocational schools provide Grade XIII courses leading to university work in Commerce and Finance and in Applied Science.

Provincial Technical Institutes have been established to provide technical training for capable young people who wish to obtain advanced training in the special vocation which they have selected. The institutes in operation are the Provincial Institute of Mining at Haileybury, the Provincial Institute of Textiles at Hamilton, the Lakehead Technical Institute at Port Arthur, which provides technical training in mining, forestry, and agriculture; the Ryerson Polytechnical





Hart House, recreational, social and athletic centre for male students of Toronto University

Institute at Toronto provides advanced training in several branches of industry.

Eight Normal Schools for the training of elementary school teachers are in operation, and in addition, the College of Education at Toronto trains secondary school teachers. The School for the Blind at Brantford and the School for the Deaf at Belleville are residential schools operated by the Department of Education.

The Universities in Ontario, five in number, with several affiliated Colleges, co-operate with the Department of Education in matters of mutual concern. The Provincial University is the University of Toronto at Toronto. Others are Queen's University at Kingston, the University of Western Ontario at London, McMaster University at Hamilton, and the University of Ottawa at Ottawa.

The Department of Agriculture maintains the Ontario Agricultural College at Guelph for the training of agriculturists and the promotion of agricultural knowledge generally and an agricultural school at Kemptville. The Provincial Government also operates the Ontario Veterinary College at Guelph. The Ontario College of Art at Toronto receives substantial support from the Department of Education.

Recreation

An abundance of natural attractions, the finest system of paved highways in Canada, and propinquity to the most heavily populated areas of the United States, have combined to make of Ontario the most popular vacation province in Canada. At the present time more than 15,000,000 United States citizens enter this country through Ontario ports each year and find relaxation in the more than 32 distinct vacation areas of the Province.

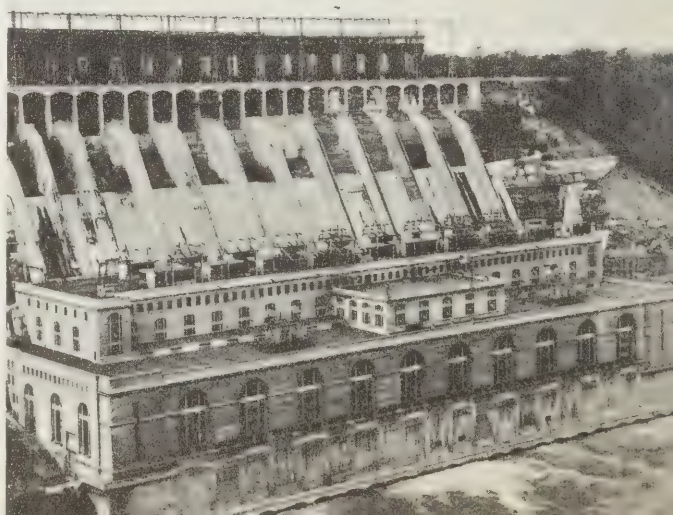
These "areas" range from metropolitan centres such as Toronto, Hamilton, London, Windsor, and Ottawa—each boasting unique attractions for the sight-seer, shopper, the visitor interested in historic lore—to the rugged northland where nature offers her own range of lures. Southern Ontario consists of approximately 39,000 square miles in which are concentrated the industry and much of the agricultural production of the Province. In the north and northwest are 373,000 square miles of woodland, lake, and stream, much of it untouched by the hand of man.

Ontario's appeal, as a vacation area, lies to a great extent in the diversity of its attractions based upon its unusual geography. In the north the Province's frontier is at the salt water of Hudson Bay; in the south the "Sun Parlour of Canada"—Essex County—is farther south than one-third of the continental United States. Within twelve hours of modern travel reside more than 60 per cent of the entire population of the most vacation-minded people in the world. At the same time, Ontario's Canadian neighbours in the east and west find in this Province a variety of diversions not available in their own regions. The magnificent National and Provincial Parks and forests, the countless lakes and streams, the beauty of the rolling countryside of the south and the ruggedness of northern and western regions, have made of this Province one of the great tourist areas in the world today.

Cities and Towns

Toronto, the capital of Ontario, is situated on the northern shore of Lake Ontario. It has a population of over 700,000 and is the largest city in the Province and the second most important manufacturing and commercial centre in Canada, being exceeded only by Montreal. Its excellent railways and water transportation facilities and its cheap hydro-electric power facilitate production, and its location in the centre of the most populous province of Canada gives it an advantage from a marketing standpoint. The industries include the manufacture of clothing, hats, gloves, furs, iron products, machinery, agricultural implements, and a variety of other products. Toronto is also an important trading, financial, publishing, and convention centre. The city has many educational institutions, including the University of Toronto with

The generating station at Queenston is the chief source of power for the Ontario Hydro Electric Power Commission



its affiliated colleges, the Royal Ontario Museum, the Art Gallery of Toronto, Osgoode Hall, a provincial normal school, and many collegiate institutes. Within the city limits are several spacious public parks, one of which is the site of the Canadian National Exhibition, the largest annual exhibition in the world. It is held during the last week in August and the first week in September and the annual attendance is about 2,500,000. Exhibition Park, which flanks Lake Ontario, has an area of 350 acres. The 100 permanent buildings in it represent an expenditure of \$20,000,000. The Royal Winter Fair is another annual event of high interest. Toronto is also an important shipping point during the season.

Ottawa, the capital of Canada, is picturesquely situated on the Ottawa River. The population of the city is 164,266. The Parliament Buildings and other Federal Government buildings give an air of dignity. Millions of dollars have been spent in beautifying the city, which is regarded as one of the most attractive in North America. Ottawa is an important centre for the manufacture of lumber and pulp and paper. The supply of cheap electric power is normally adequate and is generated at water-power sites within the city limits and in the adjacent districts. Ottawa is the seat of the University of Ottawa, the only bilingual university in Canada, Carleton College, and one of the provincial normal schools.

Hamilton has a population of over 179,565. It has good harbour facilities and a highly picturesque location at the base of a mountain which marks the end of Lake Ontario. Its iron and steel mills, and implement and glassware factories are important. McMaster University is located in Hamilton and surrounding the city is one of the most productive fruit districts in North America. At Hamilton is one of the provincial normal schools.

Windsor, London, Kitchener, Brantford, Fort William, St. Catharines, Kingston, Oshawa, Sault Ste. Marie, Peterborough, Guelph, Port Arthur, Niagara Falls, Sudbury, Sarnia, Stratford, North Bay, and St. Thomas are also important manufacturing or commercial centres.

Historical Sketch

What is now Ontario was once part of New France, and the names of Champlain, Frontenac, and LaSalle are familiar along numerous Ontario water routes which these men used to penetrate the continent.

Paris is a typical western Ontario town



Looking north on Yonge Street, main business thoroughfare of Toronto, the provincial capital

By the Treaty of Paris, 1763, Canada was ceded to Great Britain, to be governed by a Governor sent from England, with French Civil Law and British Criminal Law.

The first really English settlement, however, was on the shores of the Niagara River, in 1780. These settlers were joined by a large number of United Empire Loyalists during the American Revolution, and afterwards. The new settlers were English-speaking, and, being accustomed to a large measure of self-government, were not satisfied with the French system of land holding and the methods of government being employed. As a result, the Constitutional Act was passed in 1791. This Act provided a new form of government and the western part of the country was set up as a separate province with the name "Upper Canada"—comprising roughly that area now occupied by southern Ontario. The first meeting of the Legislature took place at Newark, now Niagara-on-the-Lake, in 1792. Five years later the meeting place was changed to York, now Toronto, and that city has remained the capital ever since.

During the tenure of office of Lieutenant-Governor Simcoe, from 1792-1796, the second migration of Loyalists began. By the year 1812, the population of Upper Canada had increased to about 75,000, scattered along the frontier from Lake St. Francis to the Detroit River. During the war of 1812-14 with the United States, Upper Canada (Ontario) was the scene of many conflicts, and later of internal strife incident to struggles for responsible government which reached its height in the Rebellion of 1837. It is now a great Province with full control of all provincial matters, energetic and progressive in its social, political, and industrial life.

Manitoba

The central province of Canada, Manitoba, is usually thought of as a flat, treeless prairieland, stretching mile after mile with little variety in scenery and substance. This conception, however, is not accurate, as Manitoba is actually a maritime province. A large portion of her northern boundary is swept by the salt waters of Hudson Bay, with its important seaport at Churchill.

Although about one-third of the Province is prairie, the country varies greatly. It is a combination of rolling stretches of open and wooded farm land, densely forested areas, three large fresh-water lakes and thousands of smaller lakes and waterways, a wide rock belt, and a great area of northern tundra.

At present, the largest portion of Manitoba's population is settled in the prairie and woodland territory in the southern area of the Province, but each year the northern sphere is becoming more populated.

The Province of Manitoba covers an area of 246,512 square miles, a figure which is apt to be deceiving, since a very large portion lies within the Precambrian Shield, and only about one-quarter is habitable on the basis of known resources. The largest arable section of the Province is found in the first and second prairie steppes. The main drainage in this territory is provided by the Red and Assiniboine Rivers systems. The largest lakes in Manitoba are Winnipegosis, with an area of 2,086 square miles, Lake Winnipeg, 9,398 square miles, and Lake Manitoba, 1,817 square miles. These waters are all shallow, the greatest depth being 70 feet. At one time they formed an ancient lake, known to scientists as Lake Agassiz, a tremendous expanse of water which spread over about three-quarters of Manitoba and extended into Ontario on the east and southward into the United States. When the waters of Lake Agassiz receded from the south central region of Manitoba they left rich and productive deposits of silt and clay, now covered with a generous layer of black vegetable loam. The whole

Province slopes into this elaborate lake system, which, in turn, is drained by the Nelson River into Hudson Bay.

The Winnipeg River serves as the main source of electrical energy for the Province. The Red and Assiniboine flow from the southern and western boundaries of the Province, joining at Winnipeg. Both rivers flow slowly and cut deeply into the fertile soil of the prairie regions. An adequate water system for the southern portion of the Province is supplied by tributary rivers such as the Seine, the Rousseau, the winding Souris, the Shell, and the Minnedosa. In the north, the Saskatchewan River drains into Lake Winnipeg, which, in turn, empties through the Nelson into Hudson Bay. The Churchill, the Nelson, and the Hayes, great northern rivers, are a sharp contrast to the slow moving streams of the south. They have many lake expansions and rapids and their waters are clear and cold.

A large area of Manitoba is slightly rolling, with an elevation of between 700 and 1,000 feet. There are no actual mountains, although an altitude of 2,727 feet is reached in the Riding Mountain area, the Duck and Turtle Mountains, and the Porcupine Hills. The approach to these heights is very gradual and attractive. The Turtle Mountains, Tiger Hills, and Brandon Hills spread in gentle, expansive undulations across the southwestern portions of the Province, adding great beauty and variety to this richly productive farming area.

Climate

One of the distinctive things about Manitoba is its climate, which has an unusual range in temperature and an invigorating effect on its inhabitants. Although the winters are cold, at times 40 degrees below zero, and the summers hot, as high as 98 degrees in July, the effect of these extremes is modified by a reasonable amount of humidity. Growth during the summer months is very rapid, a beneficial point, since the season is fairly short.

The Provincial Legislative Building, Winnipeg



Portage Avenue and Main Street the centre of Winnipeg's business section





Sun and soil combine with the industry of the farmers to produce Manitoba's world-famous wheat



Recreation and relaxation for young and old are provided by Manitoba's lakes and beaches

The average annual precipitation of the Province is measured at Winnipeg as 20.45 inches, of which more than 60 per cent falls in the five growing months, April to August, inclusive. Strong winds often sweep over the Province, particularly those from the north in the winter and from the west in the summer. The sun shines generously on Manitoba, winter and summer. The average for the whole year is more than five and one-half hours of unclouded weather per day, an unusual amount of sunshine.

Agriculture

Manitoba's No. 1 Hard Spring Wheat is the yardstick of quality in all bread wheats. Factors responsible are many, but soil, climate, varieties of wheat, relative freedom from disease which contribute to increased yields are the more commonly recognized and appreciated.

Slightly less than 18 per cent of Manitoba's wheat acreage is devoted to the production of Amber Durum wheats. The remainder is sown to Regent and Thatcher, with very small areas producing Redman and Renown.

There is always a danger of over-emphasizing Manitoba's wheat production, and overlooking the highly diversified character of her farm practice. The 1948 estimate of Manitoba's agricultural revenue is placed at \$329,925,000, of which field crops, made up of wheat,

oats, barley, corn, rye, sugar beets, and grasses and clover for feed, represent \$214,997,000. The remainder is income from farm animals, dairy products, wool, poultry products, honey, and sunflower seed oil.

The encouraging feature of this diversification is the constant improvement in the quality of farm products generally. This is directly attributed to the systems of grading in force which govern the merchandizing of practically all farm products.

Purebred stock has attained a very high standard of perfection, as evidenced by the number of winning entries from Manitoba at national exhibitions. This naturally exercises a good influence on the improvement of commercial live stock.

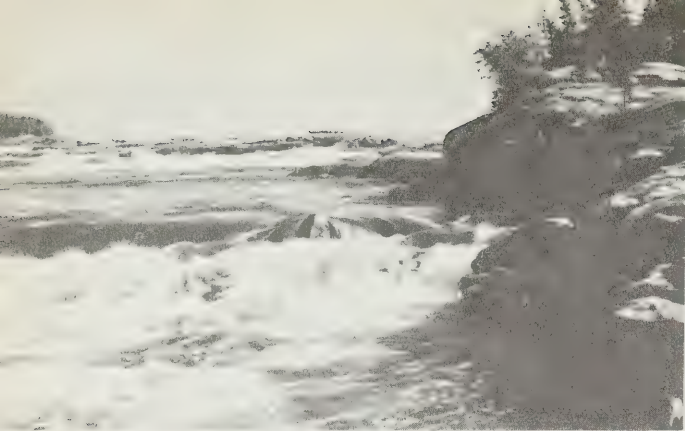
The eradication of animal diseases, such as bovine tuberculosis, brucellosis, pullorum, and hog cholera has received whole-hearted support from both stock owners and the Government. The results have been satisfactory. Manitoba organized the first bovine tuberculosis-free area, now known as "Restricted Areas," in the British Commonwealth. The area comprised the municipalities of Roland, Dufferin, and Thompson, and was 36 miles long by 30 miles wide. Nowhere can one find healthier live stock than in Manitoba.

One cannot overlook the farm homes and their surroundings in appraising agricultural achievement. Within

Manitoba's lakes provide a rich harvest of fish including the renowned goldeye

The town of Flin Flon with the Flin Flon mine, one of the world's truly great base metal mines, in the background





Rushing waters of Winnipeg River cascade over Silver Falls. They are the source of hydro-electric energy for Manitoba's industries

the lifetime of people now living, the growing of fruits, vegetables, ornamental trees, and shrubs has spread throughout the Province. The flowering plants, owing to long hours of bright sunshine, have vivid colours, and vegetables have fine keeping and cooking qualities. The fruits grown are of a delicious flavour.

Of a total population of 729,744, there is a farm population of 227,808. The agricultural wealth of the Province is substantial and this industry still remains Manitoba's most accessible source of new wealth.

Manufacturing

On a basis of gross value of production, agriculture holds second place to manufacturing in Manitoba. The leading manufacturing industries are those processing agricultural products, mainly slaughtering and meat packing, flour and feed mills, and dairy products. Other types of industrial activity prominent in the Province are those producing railway rolling stock, wood and paper products, and clothing.

The garment industry in Winnipeg has expanded rapidly during the past few years. In 1946 the output by Winnipeg manufacturers of work shirts and overalls exceeded the combined production of Toronto and Montreal firms. Winnipeg is now one of the leading manufacturing centres in Canada, with Eastern buyers

Flour and feed milling ranks high among the Province's manufacturing industries



making regular trips to the city. Although most of them were small, 53 new industries commenced operation in the Province during 1947. The year was a record one for industry, with gross value of production standing at \$335,000,000, and 40,000 employees receiving close to \$65,000,000 in wages.

Water Power

Low-cost electric energy is necessary for the establishment of industries and Manitoba is abundantly provided with strategically located water-power sites. More than two thousand million kilowatt hours of electricity were produced in 1947, the highest in the Province's history. Manitoba industry has never suffered a power shortage and even now the Manitoba Government has taken the initiative and is working on a plan for the integration of all electrical power in the Province and a systematic development of power sites in anticipation of future requirements. The Manitoba farm electrification program, designed to distribute electrical power to rural districts, is well advanced. It will not be long before the majority of farms have electricity available at low cost. The importance of this service in improving farm living and working conditions can hardly be exaggerated.

Mining

An important contribution to mineral production in Canada is made by the Province of Manitoba. The outstanding mine in operation is that of the Hudson Bay Mining and Smelting Company, located at Flin Flon, a northern town near the Manitoba-Saskatchewan provincial boundary. The company is one of the largest producers of zinc and copper on the continent and supports a community of some 9,000 people. It is also presently engaged in the development of two other base metal occurrences in the vicinity of the parent mine. These are expected to increase the Province's production of metals late in 1948 or early in 1949. Another important mine, 50 miles northeast of Flin Flon, is the Sherritt-Gordon, a base metal producer. This mine also yields some gold. Gold is the chief mineral of San Antonio mine, located about 120 miles northeast of Winnipeg in a

An earnest performance by a group of school-girl choristers



scenic, rugged section of the country. Ogama-Rockland Gold Mines, Limited, located in the southeastern part of the Province, was added to the list of producers in 1948. This company is the first new producer in the post-war period.

The search for precious metals has always lured men to the northern area of the Province. New mines are constantly being sought, and new claims staked. A recent discovery of copper and nickel deposits in the Lynn Lake area, about 120 miles north of Sherridon, has caused a flurry in the world of mining. Present development results give promise that another new mining community will spring up in this district. Also, the recent development of the Howe Sound Exploration Company, Limited, at Snow Lake property, northeast of The Pas, will bring into production a low-cost gold mine.

Mineral production in Manitoba in 1948 had an estimated value of \$26,767,711, of which \$19,374,515 represented metals. The commercial production of non-metallic minerals in the Province includes Tyndall, a fine building stone, cement, lime, gypsum, clay products, salt, and peat moss.

Forestry

Forest industries play a significant part in the economic life of the Province. The total value of forest products in the year 1948 exceeded \$14,000,000. The annual amount of lumber cut on Provincial Crown Lands amounted to 51,400,000 feet board measure.

Contrary to popular conception, almost 40 per cent of Manitoba is covered by forest, although only about one-third of this area can be regarded as productive. The common softwood trees are: white and black spruce, aspen, balsam poplar, jack pine, tamarack, white birch and balsam fir; the hardwoods, elm, oak, and ash are found in many of the river valleys.

One of the principal uses of the forest is, of course, as a source of such products as lumber, boxwood, pulp and paper, telephone, telegraph and power-line poles, piling, fence-posts, fuelwood, railway ties, and bridge timber. The pulp and paper industry and lumbering are the two outstanding forest industries of Manitoba. Approximately 70 per cent of the pulpwood cut in the Province is manufactured into newsprint. The annual newsprint capacity of the Manitoba Pulp and Paper Mill at Pine Falls is 100,000 tons. It is estimated that forest revenue for the year 1947-48 will approach, if not exceed, the half-million dollar mark. In line with the progressive growth of forest industries, the Department of Mines and Natural Resources has embarked on a conservation and replacement program designed to keep ahead of industrial and other requirements.

Fisheries

One of Manitoba's important natural resources is fresh-water fishery, which provided employment for more than 7,000 of its citizens and a cash income of \$5,408,326 in 1948. In terms of production of fresh-water fish Manitoba ranks second only to Ontario. There are about 27,000 square miles of inland waters, much of which is commercially fished and highly productive. The most important fishing areas are Lakes Winnipeg, Winnipegosis, Manitoba, Dauphin and numerous small lakes in the



The University of Manitoba, Winnipeg, with its 5,000 students, is the educational centre of the province

northern part of the Province. These spread over a huge area, ranging from The Pas and the Saskatchewan River in the south to Whiskey Jack Lake in the north, and from the Manitoba-Saskatchewan boundary in the west to God's Island and Red Sucker Lakes in the east, near the Manitoba-Ontario boundary. The leading species of fish are pickerel, whitefish, saugers, tullibee, pike, and, of course, Lake Winnipeg goldeye, which is one of the Province's greatest delicacies and probably its most distinctive food fish product. In addition to commercial fishing, sport fishing in Manitoba yearly assumes more importance. Some of the finest game fish are caught in northern waters.

Transportation

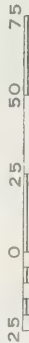
Manitoba is well served by railways, which bring products to market and distribute manufactured goods to outlying districts. The site of Winnipeg was originally selected at the "Forks" of the Red and Assiniboine Rivers because of its strategic position in the days of water transportation. Both major railways spread out over the Province, the Canadian Pacific Railway dominating southern areas and the Canadian National those in the north. The immense yards and shops of both these transcontinental railways are located in Winnipeg, and it is the boast of the city that it has more railway tracks than any other privately owned yard in the Commonwealth. The 510 miles of the Hudson Bay Railway from The Pas to Churchill provide Manitoba with access to an ocean port, which is open to navigation from July to October. Air transport has gained great importance in the last quarter-century. Winnipeg is the centre for Trans-Canada Air Lines, Canadian Pacific Air Lines, and other smaller

Tennis is one of the enjoyable forms of recreation provided in Riding Mountain National Park



MANITOBA

Scale: 60 miles to 1 inch



REFERENCE

- Railway
- Shipping Route
- Resources.....
- Livestock

Churchill to Liverpool 2982

HUDSON BAY

Trout
Whitefish

Sturgeon

White Whale

Furs





ONTARIO

UNITED STATES OF AMERICA



An excellent highway winds its way through a picturesque wooded region of Manitoba

concerns which operate planes into the north. The many rivers and lakes in the northern section of the Province provide landing areas for aircraft operating on floats in summer and on skis in winter. Except for a few weeks of the year at freeze-up and break-up, communities which would otherwise be isolated are kept in contact with the outside world through the air services.

Population

The following census figures show how Manitoba's population has grown: 1871, 25,228; 1881, 62,260; 1891, 152,506; 1901, 255,211; 1911, 461,394; 1921, 610,118; 1931, 700,139; 1936, 711,216; 1941, 729,744; 1946, 726,923; 1948, 757,000. According to the 1941 census, more than three-quarters of the population were British born. The 1946 census showed population distribution as 389,592 rural and 337,331 urban. Of these 372,935 were male and 353,988 female. European groups entered the Province at an early date and many of these colonists have become Manitoba's best pioneers and agriculturists. The principal nationalities represented are French, Ukrainian, Icelandic, Polish, and German. According to the 1946 census there were 17,954 Indians and Eskimos in Manitoba.

Government

The Government of Manitoba is administered by a Lieutenant-Governor appointed by the Governor in Council; an Executive Council of 8 members chosen from the Legislative Assembly, and a Legislative Assembly of 58 members, elected by the people. The Province is represented in the Federal Parliament by 17 Members of the House of Commons and 6 Senators. There are 181 organized municipalities, including towns and cities.

Abundant foliage surrounds this pleasant farm home



Education

In Manitoba the primary school system is free to all. Secondary schools have been established in all cities and towns, and high school teaching is provided at some rural points as well. In many places, because of the long distances, pupils are transported to and from their homes by buses. In June, 1947, Manitoba had 2,306 school districts, with 1,740 in operation. Under the Department of Education facilities include an open-shelf library, The Manitoba School Journal, day classes for the deaf, the Manitoba Technical Institute, correspondence education, visual education, vocational education, vocational guidance, radio broadcasting, the Manitoba Text Book Bureau, and the Provincial Normal School.

The University of Manitoba was incorporated in 1877. In 1947 there was an enrolment of 6,491 students. The University of Manitoba has the following well-developed faculties: Arts and Science; Pharmacy; Commerce; Engineering, including Architecture and Interior Decoration; Medicine; Agriculture and Home Economics; School of Music; School of Nursing; School of Social Work; and Education. Law is taught in the Manitoba Law School. Various denominational colleges in the Province are affiliated with the University and give pre-university and university work. There are also several business colleges in the Province.

Recreation

The Precambrian country, in the eastern area of the Province, abounds in fishing and holiday haunts. In the celebrated Whiteshell Reserve, an area of 1,000 square miles of beautiful wilderness, are innumerable lakes, which hold a special lure for the fisherman and offer the best in canoeing and swimming. Roads wind through this evergreen parkland, and tourist accommodation is available at many of the lakes. In southwestern Manitoba, Rock Lake, Pelican Lake, and Lake Killarney provide excellent fishing, swimming, and other summer resort pleasures as do the beaches strung along the southern end of Lake Winnipeg. Scattered throughout the Province are seven forest reserves with recreational facilities and also Riding Mountain National Park.

One of the factors that makes Manitoba so popular with vacationists is the climate. The long, sun-filled days and the refreshingly cool nights add to the invigorating pleasantness of the holiday atmosphere. Often referred to as Manitoba's most popular and lovely playground, Riding Mountain National Park lies 125 miles north of the International Boundary. Clear Lake, nestling in its attractive and undulating surroundings, offers variety in fishing, canoeing, and swimming. Woods in the surrounding territory abound with a variety of wildlife, supplying interest for all who visit this area. In the northern portion of the Province along the Hudson Bay Railway, the Deer River and other streams and lakes have become renowned producers of the Arctic grayling. For those looking for a new and rugged experience, a 2,300-mile train trip is conducted northward to the remote seaport of Churchill. And to those seeking thrills, hunting the white whale in Hudson Bay waters offers the ultimate.

Historical Sketch

The search for the Northwest Passage led to the discovery of Hudson Bay by Henry Hudson in the year

1610. Later came the fur traders and, largely through the constant expansion of the industry, the exploration of the vast expanse of the northern area of the continent. The Hudson's Bay Company was founded in 1670 to trade in furs, and from then on the paths of traders and explorers crossed and recrossed each other. The routes of the great northern waterways, the Churchill and the Nelson, took them always farther south and finally to the prairie and woodland areas spreading out from the Red and the Assiniboine Rivers.

The first known instance of a white man visiting the site of the City of Winnipeg occurred in 1738, when the adventurous La Verendrye, accompanied by his sons and nephew, paddled from the Lake of the Woods into the Winnipeg River, and from there to the "Forks." As the fur trade continued to expand more men were needed to carry on the business than the few factors who met the Indians when they brought in their goods. Voyageurs were needed as well to assist in the transportation of supplies. Because of the necessity of providing agricultural products for the fur traders, Lord Selkirk established a settlement in the vicinity of the Red River in 1812. From then on rapid development of the territory took place. In 1870 the Province of Manitoba became a part of the Dominion of Canada and it continued to flourish. Farms and towns were established, and in a few short decades the hardy pioneers of Manitoba transformed the great plains and woodlands into progressive rural areas. In 1891 there was a population of about 150,000. By 1911 this had increased to 460,000, and, by 1921, to 610,000. In the same period the area in field crops increased from a million and a half acres to more than thirty million acres.

Towns and Cities

Winnipeg is the gateway to the West as well as the economic and political capital of the Province. Its situation at the junction of the Red and Assiniboine Rivers and at the entrance to the great prairie country is particularly favourable. It is a city of the open air, with parks, treed boulevards and expansive streets. It has a

Slaughtering and meat packing contribute in large measure to the prosperity of Manitoba



Freighter loading grain at the northern port of Churchill

population of nearly 300,000. Here are located the western head offices of many large corporations, banks, flour mills, abattoirs, manufacturing and distributing companies, and the renowned Grain Exchange. Among the more attractive of the public buildings is the Legislative Building. Constructed from the famous Tyndall stone, it is a most impressive piece of architecture and recognized as one of the finest of its type in the Dominion.

Brandon, with a population of almost 18,000, is Manitoba's second most important city. It is a busy, progressive town, situated in the lovely, fertile Assiniboine River Valley. The rural area surrounding Brandon is rich in wheat and cattle. Brandon is often referred to as the Wheat City of the West; and it is also called the Gateway to the North, since it is strategically located on the highway leading north to Dauphin, The Pas, Flin Flon, and Churchill. Brandon is the home of the Provincial Exhibition each summer and the Manitoba Winter Fair. It is a divisional point on the C.P.R., is on the main line of the Trans-Canada Air Lines, has numerous small industries, one of the largest seed companies in the country, and a good-sized Dominion Experimental Farm.

St. Boniface, sister city to Winnipeg, has a population of 21,300 mostly French speaking, the largest public stockyards in Canada, important manufactories, and a beautiful cathedral. Portage la Prairie, with a population of more than 7,500, is another important wheat producing centre. Selkirk, Dauphin, Morden, Altona, Minnedosa, Neepawa, Killarney, and The Pas are among the largest of about 60 towns situated in different parts of the Province. Flin Flon typifies the mining North, The Pas represents lumbering and the fur trade, and Selkirk is the southern port for Lake Winnipeg, and, like Gimli, draws much of its trade from the fishing industry.

Saskatchewan

The Province of Saskatchewan extends southward from the Northwest Territories for a distance of 766 miles to the International Boundary bordering the States of Montana and North Dakota. Its width gradually decreases from 393 miles at the International Boundary to 277 miles at the northerly end. The average width is 335 miles. Saskatchewan is bordered on the east by Manitoba and on the west by Alberta.

The area of Saskatchewan is 251,700 square miles, of which the Precambrian rock formation of the northern part of the Province occupies more than 90,000 square miles. The topography of this section is typical of the Canadian Precambrian Shield, of which it forms a part. It is characterized by countless lakes, rivers, and muskegs with numerous outcroppings of rock, worn smooth by erosion. The whole area is covered by forest growth, but there are no extensive stands of merchantable timber.

The topography of the Great Plains or southern portion of Saskatchewan is essentially that of a base levelled surface. The area is, in general, a region of rolling prairie, interrupted by ridges and valleys. Within the Great Plains portion of the Province is found some of the choicest agricultural land in Canada, a variety of mineral resources, and, to the northward, a forested area forming a great tree belt which crosses the entire width of the Province and contains a considerable area of merchantable timber.

The main rivers of the Province are the North and South Saskatchewan, which join as one east of Prince Albert; the Qu'Appelle, which flows through rich agricultural country for its entire length; and the Carrot. There are many rivers in the northern part of Saskatchewan, including the well-known Churchill River, and a great number of lakes, including Lake Athabaska and Reindeer Lake, the latter having an area of 1,520 square miles.

Climate

The climate of Saskatchewan is very similar to that of Manitoba. The summers are hot and the winters are

cold, but the lack of humidity in the atmosphere makes these extremes less unpleasant than might be supposed. In all seasons the weather is healthful and by far the larger part of it is also enjoyable. The heat of the summer is generally tempered by a refreshing breeze and the nights are cool and pleasant. In winter the influence of the mild Chinook winds is felt in the southwestern part of the Province and occasionally as far east as Regina. The average annual precipitation is from 15 to 18 inches, of which nearly 60 per cent falls during the growing season. The snowfall is comparatively light, particularly in the southern part of the Province. In seasons of less than normal precipitation crops in some areas suffer from drought, but efforts are being made by means of improved farming practices to offset this disadvantage. Irrigation is employed in a limited way in some sections.

Agriculture

The land area of Saskatchewan is 152,304,000 acres, of which about 55 million acres are occupied as farms and about 20 million acres are sown to cereal crops each year. The area of land suitable for farming is estimated at 80 million acres. The chief conditions which contribute to the importance of Saskatchewan as a grain growing province are: (1) its very large areas of fertile soil; (2) a climate which brings the grain plants to fruition quickly; (3) the northern latitude has more sunshine during the summer season than districts farther south, thus producing a grain of exceptional quality.

For countless centuries great herds of buffalo roamed the prairies which are now Saskatchewan, feeding on the nutritious native grasses, and taking shelter upon occasion in the deep valleys or the lightly-wooded park lands. The buffalo has passed away, except for certain numbers in captivity in national parks, and the prairies which supported him have either been brought under cultivation for the growing of crops, or are now used as pasture for domestic animals.

With only a small proportion of its area under cultivation the grain crops of Saskatchewan have exceeded

Regina, the Provincial Capital, with the legislative building in the foreground



Combines at work in southwestern Saskatchewan



524,000,000 bushels in a single year. Wheat is grown to a greater extent than other grains. Oats are second in point of production. Exceptionally heavy yields of this cereal have been grown on well cultivated fields. Saskatchewan grains when shown at world exhibitions have several times won the championship. Flax is an important crop. Barley is extensively grown, and while much of it is exported, the largest amount is used at home in feeding cattle and hogs. Rye and other small grains usually bring good returns to the farmer, and are useful in crop rotation. Corn in many places has proved successful. The erection of silos in connection with well appointed farm buildings indicates the growth of dairy farming in the Province. Alfalfa is a crop of some importance, particularly in the irrigated districts.

The southwestern portion of Saskatchewan was for many years regarded as "ranch" country—a land adapted to the raising of large herds of beef cattle which roamed the prairie summer and winter. Swift Current and Maple Creek were famous ranching centres long before wheat raising on a large scale had become established. The great ranch, covering many square miles of territory and supporting thousands of cattle, has, to a large extent, passed away, being crowded out by the advance of grain farming. However the cattle industry in Saskatchewan is still important. Instead of a few large herds there are now thousands of small herds owned by individual farmers. Beef cattle are still produced in quantity but the raising of milch cows for dairy purposes has become a very important industry. Canadian live cattle in limited quantities are shipped to the British Isles. Cheese, butter, and poultry products of fine quality are produced and the surplus sold in adjoining provinces or exported.

Although tractors and automobiles are extensively used in Saskatchewan, there are still nearly a million horses in the Province, most of them in use upon the farms. There are also considerable numbers of sheep and swine. Poultry raising has become an important industry and Saskatchewan turkeys furnish Thanksgiving and Christmas dinners for thousands of families living far from the plains of Western Canada.

Mining

Saskatchewan is the latest province to have an established metal-mining industry. The Flin Flon ore bodies on the eastern boundary of the Province contribute gold, copper, zinc, and silver as do the same deposits to Manitoba's mineral production. Moreover, gold-bearing mineral deposits are under development in the Lake Athabaska area, while the Precambrian belt, which extends across the entire northern part of the Province, is believed to have possibilities of metalliferous mining similar to those of the provinces to the east. Discoveries of uranium, gold, and silver were made in this area in 1948.

Deposits of lignite coal in the southern portion of the Province are yielding an increasing annual production, the best known coal area being in the vicinity of Estevan. Next to coal, sodium sulphate is the most important non-metal in Saskatchewan's mineral output. This product of natural alkali deposits has found large markets in Eastern Canada. Valuable deposits of refractory clays have given rise to substantial industries. Salt is being commercially produced and a discovery of natural gas near Lloydminster is being utilized.



The sodium sulphate plant operated by the Provincial Government at Chaplin

Forests

Although Saskatchewan is known as a prairie province and is famous throughout the world as a wheat growing area, one-third to one-half of its entire area of 251,700 square miles is more or less forested. The densely forested area would compare in size with approximately two-thirds of the area of Britain, and roughly speaking it is that area enclosed between the Churchill and North Saskatchewan Rivers.

Ninety-five per cent of the saw-timber cut in the Province is of softwood species. This amount largely includes white spruce and jack pine. Over 3,500,000,000 board feet of saw-timber have been produced over the past 40 years, and in addition to this, posts, fuel, and ties have played a large part in Saskatchewan's developing economy. Forest resources were depleted seriously in recent years, and conservation measures are now being stressed.

Fisheries

The total lake and stream area in Saskatchewan is 13,725 square miles. With the exception of a few saline lakes in the prairie section all the lakes of the Province contain fish. Many of the waters in northern Saskatchewan, by reason of their location, have never been fished, and form a large natural fish preserve.

The varieties of Saskatchewan fish include whitefish, trout, pickerel, pike, suckers, ling, tullibee, sturgeon, goldeyes, buffalo fish, and perch. Whitefish, pickerel, and pike are the most plentiful and widely spread fish

Mining coal at Estevan. The shovel operates 24 hours a day





*There are large forested areas in northern Saskatchewan.
A log drive under way*

species, and are to be found, with a few exceptions, in every fresh-water lake and stream in the Province.

Commercial fishing is largely a winter industry. The fish are caught in nets placed beneath the ice and hauled to railheads on sleighs drawn by tractors, horses, or even dogs. Some shipments are made by aircraft.

The annual commercial production of fish in the Province is from 8,000,000 to 12,000,000 pounds, with a market value of from \$800,000 to \$1,300,000.

In addition to the commercial catch 2,000,000 to 3,000,000 pounds of fish are taken each year under domestic net licences.

Fur and Game

Northern Saskatchewan is an immense region whose forests are well stocked with a great variety of fur bearing animals, including badger, bear, beaver, coyote, wildcat, weasel, fisher, red fox, white fox, blue fox, silver or black fox, cross fox, lynx, marten, muskrat, mink, otter, raccoon, skunk, timber wolf, wolverine, rabbit, and squirrel. The muskrat is the most important species with regard to number and value of the annual catch, with fox and weasel ranking next in importance.

Saskatchewan wild fur production during 1946-47 amounted to \$1,527,792, and the value of pelts exported from fur farms was estimated at \$771,299. Fur conservation schemes have been put into effect by the Department of Natural Resources and Industrial Development with the co-operation of the Indian Affairs Branch of the Department of Citizenship and Immigration, and are

Dominion Experimental Farm at Indian Head



resulting in increased numbers of muskrat and beaver and improved conditions for the trapping population of the Province.

Saskatchewan is probably the greatest game bird province of the Dominion. Ducks, geese, prairie chicken, grouse, Hungarian partridge, and pheasants are plentiful. Some idea of the importance of the game birds of the Province may be obtained from the fact that between 2,000,000 and 3,000,000 pounds of wildfowl are taken by hunters each season.

Manufacturing

Manufacturing is not as yet one of the important industries of Saskatchewan although there are important flour and oatmeal mills, and the making of cement and bricks is a considerable industry. Foundries and machine shops are found at various points.

Power Development

In Saskatchewan, water-power developments are confined to mining uses in the northern areas. The transmission net-work of the Saskatchewan Power Commission serving the more settled areas is served by fuel plants, Saskatchewan having large coal deposits.

Transportation

For more than 50 years the main line of the Canadian Pacific Railway has crossed the Province of Saskatchewan from east to west, about 100 miles north of the border of the United States. One of its more important branches is the "Soo" line from Moose Jaw to St. Paul, Minnesota. There are branch lines to Edmonton and Lacombe, Alberta—both progressive commercial points. The main lines of the Canadian National Railways also cross the Province, with several branches tapping the agricultural centres and forming connection with the markets. The lines of the Canadian National extend northward beyond latitude 53 and southward to the International Boundary. Saskatchewan has now over 7,500 miles of railways. The Province is so well served by the Canadian Pacific and the Canadian National Railways with their several branches that few of the established settlements are more than 10 to 20 miles from transportation.

The Hudson Bay Railway affords a short haul to ocean shipping to the British and European markets from the Saskatchewan grain fields. The building of roads and bridges within the Province has been taken up energetically by the Government, and large sums have been spent for this purpose with excellent results.

Population

Settlement of farm lands has been the principal factor in the growth of population in Saskatchewan. For many years one-quarter sections—160 acres—of farm land were granted free by the Canadian Government to settlers who took up residence and carried out the required improvements. A similar policy was followed in Manitoba and Alberta and portions of British Columbia, but in 1930 the Federal Government lands in these provinces were transferred to provincial control, and the policy of encouraging immigration by grants of free land was discontinued. Lands in Saskatchewan are still granted free to settlers, but only to those who have lived in the

Province for the twelve months immediately preceding the date of application.

The population of Saskatchewan according to figures compiled in 1948 was 854,000. About two-thirds of the present population are Canadian-born; the next largest group was born in the British Isles, and the third largest in the United States. There are also considerable numbers who were born in European countries, of which the largest group is from Russia and the next largest from Poland.

Government

The Government of Saskatchewan is administered by a Lieutenant-Governor appointed by the Governor in Council, an Executive Council of 11 members chosen from the Legislative Assembly, and a Legislative Assembly of 52 members elected by the people. The Province is

College, well equipped for its special purpose and conducting an admirable work among the farm population.

Recreation

Saskatchewan has excellent facilities with which to attract sports lovers. In northern Saskatchewan the lakes and rivers abound with fish, and the forests provide shelter for game, including such large species as moose and caribou. The prairie region provides numerous opportunities for hunting wild duck and other fowl, such as prairie chicken.

Pleasant resorts for recreational purposes may be found in the National and Provincial Parks of Saskatchewan. Prince Albert National Park, situated almost in the centre of the Province, comprises 1,869 square miles of park lands, covered with extensive stands of poplar, spruce, jackpine, and white birch, and dotted with innumerable



The public school is located in the centre of this fashionable Regina district



Operettas are a popular part of recreational activities among young people

represented in the Federal Parliament by 21 Members of the House of Commons and 6 Senators.

Education

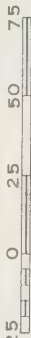
Both primary and secondary education are of vital interest in Saskatchewan and receive every attention. School districts have kept pace with the rapid advance of settlement. The schools are free and are supported by the Government and by local taxation. Collegiate institutes or high schools are found in every important centre of the Province. Normal schools for the training of teachers are maintained at Regina and at Saskatoon. Large, commodious, and well-equipped school buildings are the rule, not the exception. The University of Saskatchewan at Saskatoon is supported and controlled by the Province. In connection with the University is the Agricultural

lakes and streams. Waskesiu, the park headquarters, is reached by highway from Prince Albert, the most northerly city in the Province. At Waskesiu there are excellent facilities, including tennis courts, boating and bathing accommodation, children's playground, theatres, dance pavilions, and one of the finest golf courses in the Dominion.

Pleasant holidays may also be enjoyed in the Provincial Parks, which include Little Manitou near Watrous; Moose Mountain near the International Boundary in the southeastern part of the Province; Katepwe Point in the Qu'Appelle Valley; Duck Mountain, northeast of Kamsack; Cypress Hills, in the southwest corner south of Maple Creek; Good Spirit Lake between Yorkton and Canora; and Greenwater Lake, east of Glenwood. Newest of the Provincial Parks are Nipawin, which is located 40 miles northwest of Nipawin and has an area of 252 square

SASKATCHEWAN

Scale: 60 miles to 1 inch



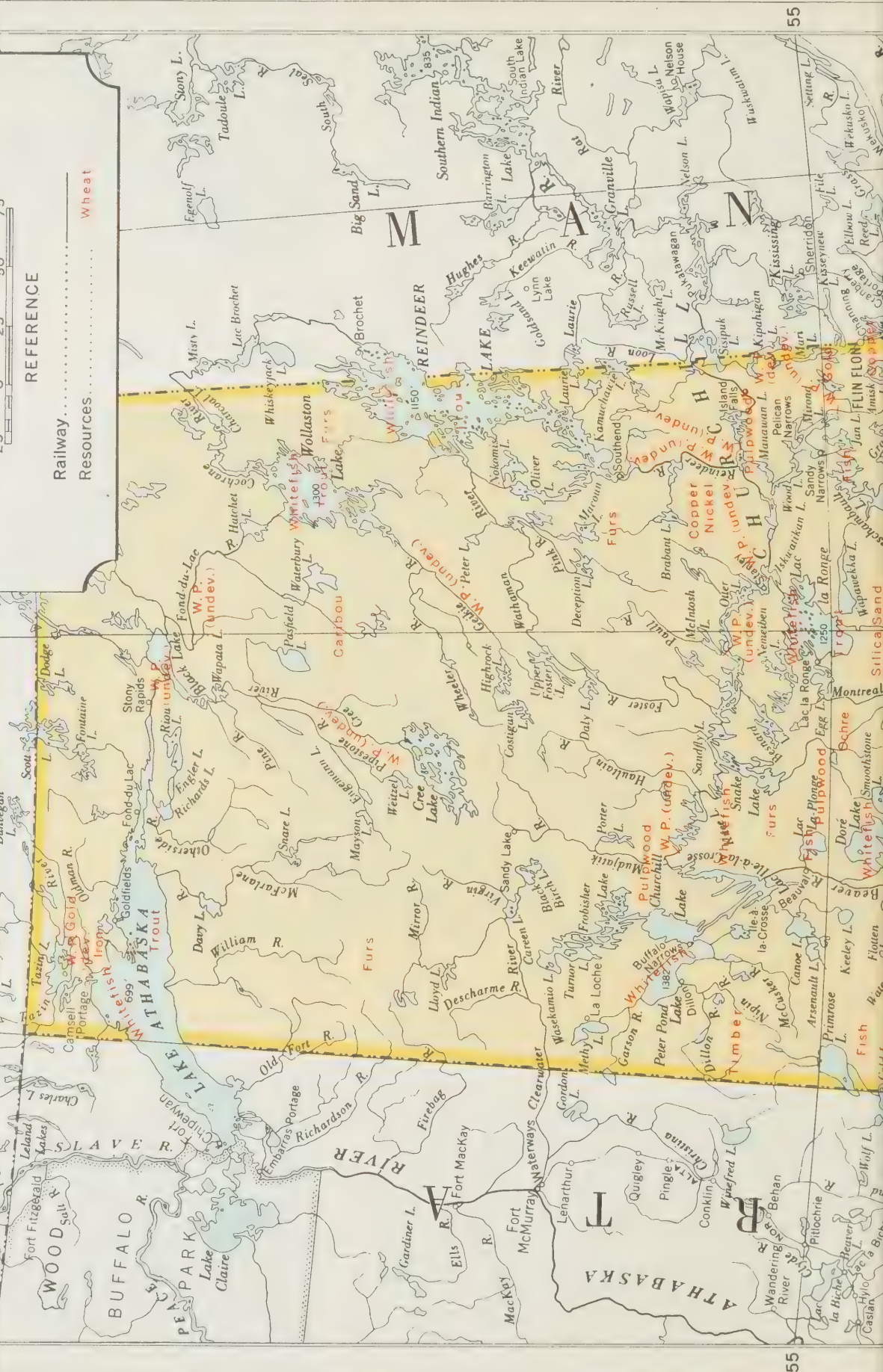
REFERENCE

Railway.....

Resources..... Wheat

NORTH WEST TERRITORIES

60 100 150 200 250 300 350 400 450 500 550 600 650 700 750 800 850 900 950 1000



60 100 150 200 250 300 350 400 450 500 550 600 650 700 750 800 850 900 950 1000



UNITED STATES OF AMERICA

110

105

100



Waskesiu beach is the centre of interest in Prince Albert National Park

miles, and Lac La Ronge, in the heart of the Precambrian rock and forest belt of northern Saskatchewan, where an area of 1,140 square miles has been set aside.

Cities and Towns

Regina, on the main line of the Canadian Pacific Railway, is the capital of the Province. Its population numbers about 60,000. It is the centre of a rich agricultural district, and has direct-railway communication with all the important points in the West. The beautiful Provincial Legislative Building is situated there, and Regina College.

Moose Jaw, with a population of over 23,000, is an important railway point. It has extensive stock-yards and flour mills. A large storage elevator with a capacity of about 4,000,000 bushels has been erected there, also special equipment for cleaning grain, so that farmers may be sure of pure seed. The city is properly proud of its Provincial Normal and other school buildings.

Saskatoon has a population of over 46,000 and is commercially and educationally important. It is the seat of the University of Saskatchewan and of one of the Provincial Normal Schools. It is also an important railway and distributing centre for a productive farming district. One of the Canadian Government storage elevators is located in Saskatoon.

Prince Albert has a population of about 14,000. The city contains large sawmills and flour mills. It is a centre for farm supplies, marketing, and fur-trading.

North Battleford, Swift Current, Yorkton, Weyburn, Melville, Estevan, Kamsack, Humboldt, Melfort, Biggar, Indian Head, Canora, Battleford, Shaunavon, Gravelbourg, Wapella, Moosomin, and many other centres contribute to the social and commercial needs of the Province.

Historical Sketch

The name "Saskatchewan," signifying "swift current," is a corruption of a Cree Indian expression. It was originally applied to any swift-flowing stream, but the name soon became restricted by the whites to the one great river of the plains, the Saskatchewan. It was later given to one of the divisions of the old Northwest Territories and finally adopted by the Province.

It was not until 1870 that the lands comprising the three Prairie Provinces and the Northwest Territories were acquired from the Hudson's Bay Company by Canada. Prior to this date, for a period of two centuries, the history of Western Canada is the history of the fur

trade. The history of Saskatchewan as a province began on September 1, 1905. The first settlements in the present Province were primarily offshoots from the Red River Colony, established by Thomas, fifth Earl of Selkirk, in 1812. The chief fur-trading posts gradually became the nuclei of small villages, but there was hardly any attempt at farming beyond raising a few vegetables and keeping a few head of cattle until the building of the Canadian Pacific Railway in the early eighties opened up Western Canada to the world and inaugurated a new era in the history of Canada.

As the tide of immigration set toward the West, it was inevitable that the Indians could no longer possess the whole country. In seven treaties entered into between 1871 and 1877 the Indians surrendered all right to the great fertile belt extending from the height of land west of Lake Superior to the Rocky Mountains. In return annuities were provided for chiefs, head men, and braves, a sufficient number of Indian reserves were set aside for the various bands, and proper provision was made for supplying the Indians with suitable agricultural implements and such other equipment as they needed.

The Indians realized the value of the heritage they were surrendering. They spoke frequently and with much eloquence of their rights as the ancient occupants of the soil, although recognizing that they must agree to the new order of things. "The sound of the rustling of the gold is under my feet where I stand," said one famous chief with prophetic insight. "We have a rich country; it is the Great Spirit who gave us this."

The immense extent and great possibilities of the fertile plains of Western Canada soon became widely known. The ease of prairie travel encouraged settlers in the early eighties to establish themselves many miles from the railway, but as soon as these settlers had wheat, oats, barley and other farm products to sell, and other things to buy, the clamour for more railways became general. Lines throughout Western Canada were built to serve practically every community in the agricultural part of the Province. In recent years the railways have been supplemented by excellent highways, and the motor car now spins through what was so recently the haunt of the buffalo.

A fireguard through a heavily-wooded area in Cypress Hills Provincial Government Park, southern Saskatchewan



Alberta

The Province of Alberta has been called "Nature's Treasure House," because within its area of 255,285 square miles there is contained a great wealth of natural resources. Approximately half of Canada's total reserves of coal, almost all of her oil, 85 per cent of the national production of natural gas, and the world's largest exposure of oil-bearing sands are found in Alberta. Added to these are millions of acres of fertile soil, an abundance of hydro-electric power and an invigorating, healthful climate.

Alberta is the most westerly of Canada's three Prairie Provinces. It has a north and south length of 750 miles, and in width it varies from 180 miles along the International Boundary to 400 miles at its widest part. Its form is rectangular, except where the boundary follows the crest of the Rocky Mountains in the south-western section of the Province. In comparison with other provinces, Alberta is fourth in size to Quebec, Ontario, and British Columbia.

Surface

Although often referred to as a "Prairie Province," more than one-half of the total area of Alberta is covered with trees. The true prairie lies in the southern portion and lengthens itself along the Saskatchewan border. Broken only by deep coulees, and treeless except where streams and rivers flow through the valleys, this section is covered with short prairie grass. To the east the land is flat, but farther west the foothills appear, first rolling gently, then gradually becoming more riotous until they blend into the majestic tumult of the Rocky Mountains.

North from the town of Olds, extending beyond the capital city of Edmonton, are the parklands of Alberta. Here the natural grass is longer, the soil darker, and the precipitation heavier. Bluffs of poplar and willow appear, merging finally into Alberta's timberlands. This second section, called Central Alberta, is the mixed farming area

of the Province. The farms are small in size, with emphasis on dairying and hog-raising, as well as grain growing.

The third section into which Alberta divides naturally comprises about one-half the total area of the Province. This is the northern region of great rivers, lakes, and forests. Various species of pine, spruce, and tamarack, and frequent stands of birch cover the land. This is broken only by the recurrence of open prairie in the Peace River country. Alberta's forests extend, too, along the eastern slopes of the Rockies where conservation measures protecting the water flow across Western Canada are now receiving the active consideration of the Federal and Alberta Governments.

Drainage

Three great water systems flow through Alberta. The extreme southern section is watered by the Milk River which flows for 100 miles almost parallel to the International Boundary, and then turns south to join the Missouri River in the State of Montana. The southern and central sections are drained by the Saskatchewan River, the two branches of which unite near Prince Albert, Saskatchewan, and empty their waters into the Nelson River and Hudson Bay. The South Saskatchewan River is fed by the Bow, Red Deer, and Belly Rivers. The Belly River has as its tributaries the Little Bow, the Old Man, and the St. Mary Rivers. In the north, the Peace and Athabaska Rivers are part of the mighty Mackenzie system, which flows into the Arctic Ocean. The total water area in Alberta is given as 6,485 square miles, of which lakes, mostly in the north, account for 2,750 square miles.

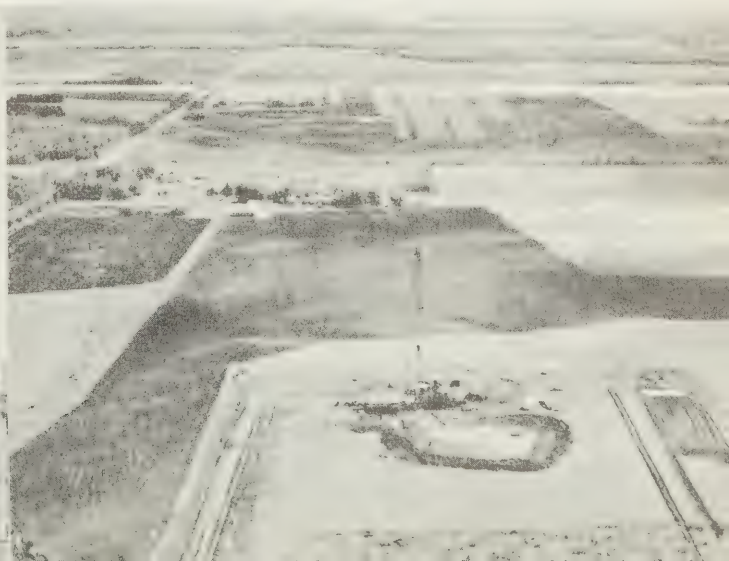
Water Power

Five out of a possible 34 power-sites have been developed on the rivers of Alberta. Potential water power in the Province is rated at over a million horse-power, of which to date one-tenth has been harnessed.

Legislative Building at Edmonton, Alberta



A well in the new Leduc oilfield southwest of Edmonton, Alberta





Whiteface cattle on the rolling lands of a southern Alberta ranch

Farming Area

Although Alberta is rich in non-metallic minerals, the Province will always remain an important producer of agricultural wealth. This is borne out by the fact that Alberta has a greater area suitable for agriculture than any other province in Canada, totalling approximately 100,000,000 acres, of which 70,000,000 acres are classified as arable, or suitable for cultivation. Disposition of this total shows 20,000,000 acres actually under cultivation, and a similar area occupied but not cultivated. The remaining 30,000,000 acres are non-occupied.

On the basis of these figures it is obvious that the 500,000 farm population could be greatly increased, as could the number of farm homes now estimated at 100,000.

Agriculture

This industry began more than 70 years ago with the coming of the cattlemen. Big ranches in the southern prairies and foothills still remain, producing vast numbers of cattle, sheep, and horses.

Southern Alberta is the centre of Alberta's great irrigation developments. Extending southward from a point east of Calgary to the International Boundary, more than 500,000 acres are now "under the ditch" and an additional 345,000 acres will be brought under irrigation when the dam on the St. Mary River is completed.

The importance of Alberta's irrigated districts is substantial to the economy of all Canada. Two sugar refineries are in operation there and a third is nearing completion. In addition to sugar, large amounts of canned vegetables, small fruits and pickles are produced, and hundreds of thousands of cattle, sheep, and swine are finished for market annually in the irrigated areas. Meat-packing and dairying are major industries in Alberta. Alberta dairymen supply the market annually with about \$35,000,000 worth of butter, cheese and other dairy products. In addition there are root crops and seed, extensive poultry and fur farming, all of which help to swell the total of farm production.

Grain farming is, of course, the most important branch of agriculture in Alberta. Grown from the table-lands of the south to the broad plains of the Peace River district, and even far to the north, the quality of Alberta grains is world famous. Allied to grain growing is an important flour and feed milling industry, and the production of well known breakfast cereals.

Coal

Coal has been mined in the Province of Alberta since 1872, when the first mine was opened on the banks of the Old Man River near Lethbridge. Since then, less than one-half of one per cent of the total reserves of the Province has been recovered. Latest estimates place the possible and probable reserves at 47,874,000,000 tons, most of which is recoverable with present mining methods. More than 200 mines are now operating in widely separated fields with an annual production of about 8,000,000 tons. Classification of Alberta's coal is given as 81.5 per cent bituminous, 18.4 per cent sub-bituminous, and 0.1 per cent lignite.

Alberta's vast reserves of coal are a most important factor in the industrial development of the Province. Useful for both heat and power, coal also provides the basic raw material for a wide variety of products.

Oil

Long recognized as the oil province of Canada, it would seem that Alberta is only in the early stages of its oil development. The Turner Valley field, discovered in 1914, has yielded more than 90,000,000 barrels of oil, and in spite of annual declines is still producing on a major scale. It is because of the Turner Valley production that Canada has placed second only to Trinidad among oil-producing areas of the British Commonwealth.

Although Turner Valley may be considered to have passed its peak, the oil production of Alberta has not. The new Leduc field, discovered in February of 1947, is already larger in proven area than the older field, and, as drilling continues, will rank as one of the important oil-fields on the continent. Even newer is the Redwater field, 45 miles northeast of Edmonton, where latest developments indicate a major supply of high grade oil.

In addition to Turner Valley, Leduc, and Redwater, other important fields are located in the Lloydminster, Taber, Conrad, Vermilion, and Princess areas. The picture is one of expansion, as millions of dollars are being spent on drilling and exploration, the results of which could easily mean the establishment of still other major fields as yet undiscovered.

Irrigation enterprises have aided agriculture in Alberta





Bow Falls in Banff National Park is one of the beauty spots of the province

Bituminous Sands

Extending along the Athabaska River in the north-eastern section of Alberta there are from 10,000 to 30,000 square miles of sand, each grain of which is enveloped by a film of soft, sticky bitumen. From the face of the cliffs the sands are dark brown to black in color and give off a strong asphaltic odor. Indications are that these deposits of tar sands contain a very large amount of bituminous oil. Technical processes for the separation of the oil from the sand have been developed, but cost of the process as well as difficulties in transportation present obstacles yet to be overcome.

Products from the oil sands are gasoline, Diesel fuels, asphalt for road surfacing, and materials essential for roofing, paint, battery insulations, and the manufacture of glass.

Natural Gas

Natural gas is unsurpassed as fuel for heat and power. It is also the raw material from which a growing list of chemical products are obtained. This resource, too, is present in Alberta in almost incredible quantities. All of the cities and many of the towns in Alberta are supplied with this convenient fuel, and reserves in the three chief areas are estimated to contain at least 1,500,000,000,000 cubic feet. The annual production of natural gas in the Province is roughly 50,000,000,000 cubic feet, ten per cent of which is stored for future consumption.

Other Minerals

Other non-metallic minerals are present in Alberta on a lavish scale. Clay is found in widely separated areas, the most highly developed of which is in the south near Medicine Hat. The manufacture of drain tile, bricks, and pottery is carried on extensively.

The McMurray region is also the location of salt beds estimated to contain 30 million tons of salt having a purity of 98 to 99.57 per cent. Alberta's second salt plant is located at Elk Point where beds 1,000 feet thick have been discovered.

Other resources include more than a billion tons of gypsum in deposits along the Peace River, and immense supplies of rock and shale for the manufacture of rock-wool insulation. The latter is found in the Rocky Mountains area.

Forests

Forested areas in Alberta cover approximately 159,000 square miles and contain an estimated 30 billion cubic feet of saw material and pulpwood. The annual production of 400 sawmills (plus 300 portable mills) is 325 million board feet of lumber. Activities centre in the northern section of the Province and along the western area bordering the eastern slopes of the Rockies.

Long recognized as a vital factor in the water supply of Western Canada, the forests on the eastern slopes of the Rocky Mountains are now being administered by a Board composed of representatives of the Federal and Alberta Governments. A large-scale conservation program, including reforestation and fire prevention, has been initiated.

Fishing

For an inland province, Alberta has developed a very substantial fishing industry. The immense lakes of the north are heavily stocked with fish. The most important are whitefish, lake trout, pickerel, and pike. In addition to the local market, which includes the large number of fur farmers in Alberta, there is a considerable export trade. About 3,000 men are engaged in fishing, and their catch totals some 10,000,000 pounds of fish annually.

Manufacturing

The 1948 value of manufactures in Alberta was \$310,000,000. This figure includes the value of products of manufacturing industries allied to agriculture, such as meat packing, flour and feed milling, and dairy products. Clothing, furniture, and confections are other important manufactures. Sugar, petroleum products, glassware, and pottery and other clay products are of outstanding importance. Sawmills, cement works, iron foundries, and plants making steel bridges and boats, all swell the growing volume of goods manufactured in Alberta. At Red Deer there is a plant producing 100,000 cases of

Modern machinery and methods are used in harvesting wheat



A cement plant in operation at Exshaw





Looking north on 101st Street in Edmonton, fast-growing provincial capital

concentrated milk per year. Egg drying plants process millions of dozens of eggs, and canneries handle vast quantities of choice vegetables.

Manufacturing in Alberta is increasing rapidly. Each year many new industries are being established. Possessing all the factors needed for a great industrial community, the Province has already entered a period of rapid expansion and progress.

Transportation

The Province is well served by rail, highway, and air transportation. Networks of railroads and highways (of which 1,500 miles are hard-surfaced) connect the centres of population. In addition to the main lines of the two transcontinental railroads, numerous branch lines extend from the larger points. The Northern Alberta Railways, operated under joint management of the Canadian National and the Canadian Pacific Railways have two lines out of Edmonton. One runs northwest to the Peace River country as far as Dawson Creek. The other extends to Waterways in the northeast, where the railway connects with river boats plying the Athabaska and Mackenzie Rivers.

Air transportation has become a common form of travel in Alberta. Edmonton's airport, the first to be commercially licensed in Canada, is now one of the most active on the continent. A second and larger airport is being developed a few miles north of the city. These are the hubs of northland flying, by which vast stores of supplies are flown down north, and the riches of the north brought back.

Part of the absorption plant in the Turner Valley oilfield



Population

The population of Alberta is 846,000, more than half of which is classified as rural. In 1946 Edmonton's population was 113,116, and that of Calgary 100,044. Other cities were as follows: Lethbridge, 16,522; Medicine Hat, 12,859; Red Deer, 4,042; Drumheller, 2,659; Wetaskiwin, 2,654. The largest racial group is of Anglo-Saxon origin followed in size by German, Ukrainian, Scandinavian, and French. The chief religious groups are United Church, Roman Catholic, Anglican, Lutheran, Presbyterian, Greek Orthodox, Baptist, and Mormon in order of number.

Government

The Government of the Province is in the hands of a Lieutenant-Governor appointed by the Governor in Council and a Legislative Assembly of 57 members. Provincial affairs are distributed among 13 departments headed by 10 cabinet ministers chosen from the Legislative Assembly.

Alberta sends 17 representatives to the House of Commons at Ottawa, and 6 to the Senate.

Municipalities are in control of their own affairs, and local improvement districts are administered by a department of the Provincial Government.

Education

Special mention must be made of the administration of an educational system in which Alberta pioneered. In 1936 the School Act was amended to provide for the establishment of large school divisions, the first move of its kind in Canada. These have been set up, each consisting of from 60 to 80 districts of the old type. With the change complete, high school education was brought within reach of rural children, and better school buildings, equipment, and bus transportation provided. Dormitories have been established in several centres, and a wide choice of training courses is available.

In addition to public and high schools, which are liberally assisted by provincial grants, higher education is provided at the University of Alberta, located at Edmonton. Several colleges are in operation, and normal school training for teachers is given at Edmonton. A large technical school where various trades are taught is operated at Calgary, and schools of agriculture are established at various points in the Province.

The sky-line of Calgary, commercial centre of southern Alberta



Recreation

Alberta is noted for the beauty of her land, lakes and mountains. No place in the Province is more than a short distance from some scenic resort. Banff National Park, with the rugged grandeur of its mountains, the exquisite beauty of Lake Louise, its hot mineral springs and tumbling rivers, is world-famous. So too is Jasper National Park and on the highway connecting these two parks is the Columbia Icefield, largest on the continent. The third national park is Waterton Lakes National Park in the southwestern corner of the Province, and adjacent to Glacier Park in Montana. The combined area of these three parks is 7,005 square miles.

Elk Island National Park east of Edmonton is a wildlife reserve, sheltering a large herd of plains buffalo, and numerous deer, elk, and moose. Wood Buffalo National Park, west of the Athabaska River, has an area of 13,675 square miles and extends into the Northwest Territories. It is the home of a large herd of woodland type buffalo.

In addition to these large park areas, Alberta is well supplied with smaller lake resorts, all of which offer varied recreational facilities to the holiday-seeker and tourist. Sylvan Lake, 13 miles west of Red Deer; Gull Lake, west of Lacombe; and Wabamun, 40 miles west of Edmonton, are among the most popular of these resorts.

Of particular interest is the Bad Lands Provincial Reserve, comprising 1,800 acres of waste land north of Drumheller, which was established to check the unauthorized removal of fossilized remains of prehistoric animals found there.

Wild game, both big and small, inhabiting mountain, forest, marsh, and upland, is abundant, and fishing in mountain lakes and streams is unsurpassed. Such beauties and recreational attractions as these provide the basis of Alberta's expanding tourist industry, which handles nearly three-quarters of a million visitors each year.

Cities and Towns

Population figures of Alberta's seven cities have already been given, but much more could be said about each one. Edmonton, for example, is the capital, and has been described as Canada's fastest growing city. Located 200 feet above the valley of the North Saskatchewan, Edmonton's growth is due in part to the rich agricultural area which surrounds the city, to the industrial development it has experienced, and to its position in relation to the rich northland. The Provincial Legislative Buildings and the University Buildings are two of many fine structures which add to the beauty of the capital city.

Calgary, chief city of the south and noted for its oil refineries, flour mills, locomotive shops, and important ironworks, is situated at the junction of the Bow and the Elbow Rivers within sight of the Rockies. Its Annual Stampede helps retain the flavor of the days when Calgary was a police post and ranchers' rendezvous.

Lethbridge is the irrigation centre of Canada and is important too for its coal mines. An airways and railroad centre, it serves the splendid agricultural area which surrounds the city.



Hydro-electric power development at Seebe on the Bow River

Medicine Hat is not far from the site of the first discovery of natural gas in Alberta in 1885, and the industries of the city have been powered by the gas ever since. Pottery and other clay products are manufactured extensively, and its flour mills are among the most important in the British Commonwealth.

The growth of all cities and towns of Alberta is based upon many types of industries. Drumheller means coal; Red Deer brings to mind the rich farmlands for which it is a distributing point. Camrose, Wetaskiwin, and Lacombe all flourishing and picturesque little centres, serve the commercial needs of the mixed farming areas in which they are located. Vermilion too, is important agriculturally, but it is the site of an important oil field as well. Other towns, such as Grande Prairie in the Peace River district, Stettler in central Alberta, Taber, High River and Macleod in the south and many more are all thriving little centres each laying claim to distinction and serving the needs of their respective populations.

Historical Sketch

From the time of the incorporation of the Hudson's Bay Company in 1670, the present Province of Alberta as far north as the height of land (53 degrees north) was a part of Rupert's Land. In the years following 1731 extensive exploration of the prairies of the west was carried on by the French. Fort La Jonquiere, for example, was established in 1752 near the present City of Calgary.

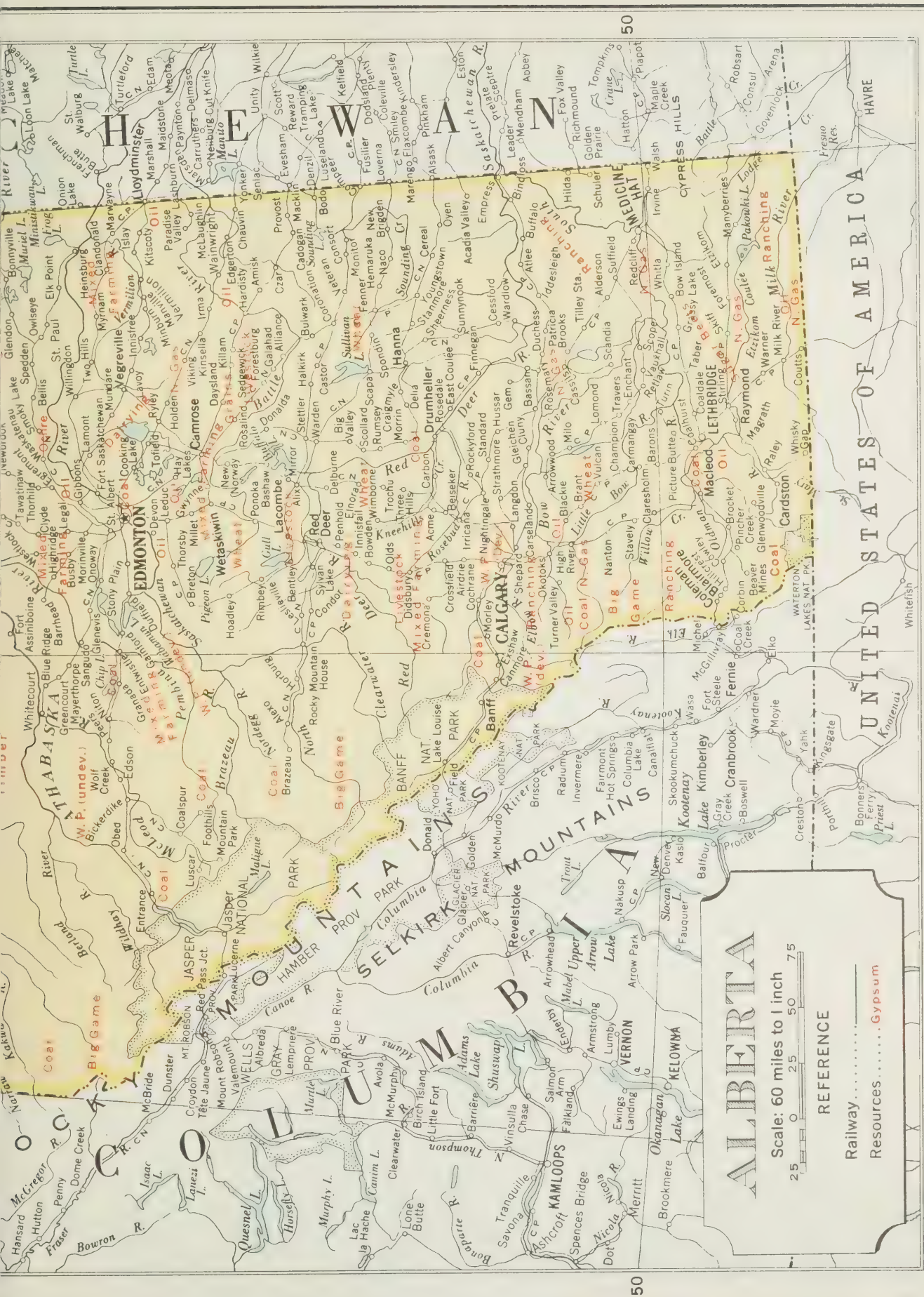
The North West Company, of Montreal, was active in the northern part of what is now, Alberta before the Hudson's Bay Company succeeded in expanding their trade from Hudson Bay. Peter Pond, of the North West Company, built Fort Athabasca on the La Biche River in 1778.

One of the famous names in Alberta's history is Mackenzie. Roderick Mackenzie built Fort Chipewyan on Lake Athabasca in 1788; and, travelling by way of the North Saskatchewan River, Alexander Mackenzie proceeded north to discover the river which bears his name, continuing on to the Arctic Ocean. He later travelled westward to the Pacific Ocean, gaining undying renown as the first white man to cross the North American continent, north of Mexico.

Alberta was organized as a district of the Northwest Territories in 1875, and in 1905 was established as a separate Province by Act of the Federal Government.

NORTH WEST TERRITORIES





ALBERTA

Scale: 60 miles to 1 inch
25 0 25 50 75

REFERENCE

Railway
Resources Gypsum

UNITED STATES OF AMERICA

British Columbia

British Columbia is one of the largest provinces of Canada, its area being estimated at 366,255 square miles. It extends 760 miles from north to south, and has an average width of more than 400 miles, lying between latitudes 48-18 degrees and 60 degrees north. It is bounded on the south by the Strait of Juan de Fuca and the States of Washington, Idaho, and Montana; on the west by the Pacific Ocean and Southern Alaska; on the north by the Yukon and the Northwest Territories; and on the east by the Province of Alberta.

The Province is traversed from south to north by three principal ranges of mountains—the Rocky Mountains to the east, the Columbia and Cassiar systems in the interior, and the Coast Range to the west. The Rocky Mountains and the Coast Range preserve their continuity, but the Columbia system is broken up into the Selkirk, Monashee, and Cariboo Mountains. Between the Rocky Mountains and the Columbia system lies a valley of remarkable length and regularity, extending from the International Boundary line along the western base of the Rockies northerly for 200 miles. To the west of the Columbia system extends a vast plateau or tableland, with an average elevation of 3,000 feet above sea-level, but so worn away and eroded by water-courses that in many parts it presents the appearance of a succession of mountains. In others it spreads out into wide plains and rolling ground, dotted with low hills, which constitute fine areas of farming and pasture lands. This Interior Plateau is bounded on the west by the Coast Range and on the north by the Cassiar system. It is of this great plateau that Professor Macoun said: "The whole of British Columbia, south of 52 degrees and east of the Coast Range, is a grazing country up to 3,500 feet, and a farming country up to 2,500 feet, where irrigation is possible."

The Coast Range is a series of massive crystalline rocks, averaging 6,000 feet in height—Mount Waddington, the highest peak in British Columbia is 13,260 feet—and a mean width of 100 miles, and descends to the Pacific Ocean. The Insular system, submerged by some tremendous cataclysm of the past, forms the group of islands of which Vancouver Island and the Queen Charlotte Islands are the principal.

The multitude of islands and numerous large indentations of gulfs, inlets, and bays along the western side of the Province are conspicuous features of the coastline, perhaps the most remarkable in that respect in the world. Only a survey of the map can give an idea of the countless indentations which occur, from the little bays and snug harbours to the long, deep sounds and inlets extending far inland. Vancouver Island, the Queen Charlotte Islands, and the coast of the mainland are rugged in the extreme.

One of the most noticeable physical features of British Columbia is its position as the watershed of the North Pacific slope. All of the great rivers flowing into the Pacific, with the exception of the Colorado, find their sources within its boundaries. The more important rivers are: the Columbia, the principal waterway of the neighbouring State of Washington, which flows through the Province for over 460 miles; the Fraser, 850 miles long; the Skeena, 360 miles long; the Thompson, the Kootenay, the Stikine, the Liard and the Peace. These streams, with their numerous tributaries and branches, drain an area equal to about one-tenth of the North American Continent. The lake system of British Columbia is extensive and important, furnishing convenient transportation facilities in the interior. The area of lakes exceeds 2,000 square miles.

Climate

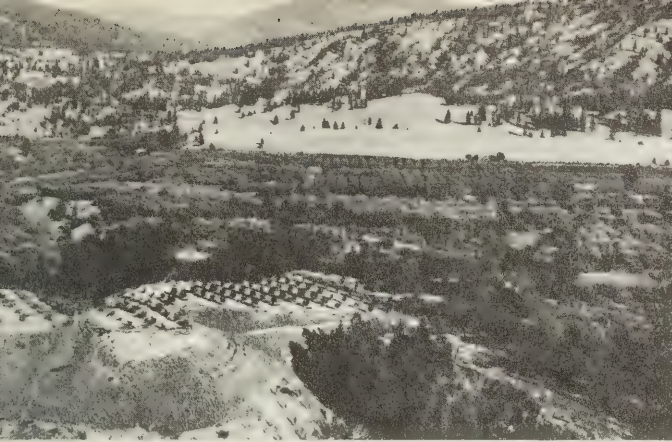
Varied climatic conditions prevail in British Columbia. The Japanese Current and the moisture-laden winds from the Pacific exercise a moderating influence upon the climate of the Coast and provide a copious rainfall. The westerly winds are arrested in their passage east by the Coast Range, thus creating what is known as the "Dry Belt" east of those mountains, but the higher currents of air carry the moisture to the loftier peaks of the Selkirks, causing the heavy snowfall which distinguishes that range from its eastern neighbour, the Rockies. Thus a series of alternate moist and dry belts is formed. The climate of British Columbia, as a whole, presents all the conditions which are met with in European countries

The Legislative Buildings in Victoria



*The fishing industry is one of great importance to the province.
Laying out seine nets*





Orchards thrive in the fertile country near Naramata



Trail and its world-famous mining enterprises on the banks of the Columbia River

lying within the Temperate Zone. The climate of Vancouver Island and the Coast corresponds very closely to that of England: generally the summers are fine and warm with much bright sunshine, and severe frost scarcely ever occurs in winter. On the Mainland similar conditions prevail until the higher levels are reached, when the winters are cooler. There are no summer frosts, and the heavy annual rainfall nearly all falls during the autumn and winter. To the eastward of the Coast Range, in Yale and West Kootenay, the climate is quite different. The summers are warmer, the winters colder, and the rainfall rather light—bright, dry weather being the rule. The winter cold is, however, scarcely ever severe, and the hottest days of summer are pleasant because the air is dry and the nights are cool. Farther north, in the undeveloped parts of the Province, the winters are more severe.

Agriculture

The census of 1941 gave the number of farms in British Columbia as 26,394, and nearly 90 per cent of them are owned by occupants. Of its 234,403,200 acres it is estimated that 16,515,908 acres are suitable for pasture and grazing, 3,240,912 acres are arable but not cultivated, and approximately 1,000,000 acres are arable and cultivated. Agriculturally, the Province divides itself naturally into zones. The Lower Coast (which includes Vancouver Island and the Fraser Valley) specializes in dairy products, small fruits, and field crops. The Southern Interior, and notably the Okanagan and Kootenay Valleys, confines itself largely to fruits and vegetables. In the Central Interior is a huge tract devoted to cattle raising, and that section traversed by the Canadian National Railways, and containing the Nechako and Bulkley Valleys, is in mixed farming. Small holdings, berry and poultry farms of from 3 to 10 acres are popular around the large centres, where intensive cultivation is practised, and 10 acres is a usual size for orchards in the Okanagan and West Kootenay. Successful dairy farms in the Lower Fraser Valley run from 75 to 150 acres; and the cattle ranches of the Central Interior from whole sections of 640 acres to several sections, often with rented grazing in addition. Cultivation under glass is strongly featured, especially around Victoria, and altogether there are over 5,000,000 square feet of glass houses. The first large commercial orchard in British Columbia was planted at Earls Court, near Lytton, in 1867. In 1898 the first carload of apples was shipped from the Okanagan, and from that casual experiment has developed a business which absorbed 9,892,000 boxes in 1946. Besides apples, pears, apricots, peaches, plums, cherries, a wide variety of small fruits are grown to perfection.

Field and forage crops are very successful, and dairy farming is carried on upon a highly organized basis, along with beef cattle, sheep, and poultry raising.

Forests

The forests of British Columbia are of an entirely different type from those of Eastern Canada, not only as to species but in character of growth. The moist, equable climate of the coastal region produces a luxuriant growth of conifers, such as Douglas fir, western red cedar, Sitka spruce, western hemlock, western white pine, yellow cypress, and several species of true firs. The trees attain tremendous sizes and grow in dense stands which yield an average per acre of 30,000 board feet, and often much more. Individual trees of Douglas fir, cedar, and Sitka spruce are usually from 3 to 6 feet in diameter, and 150 to 200 feet high, but are frequently 9 or 10 feet in diameter and the fir is sometimes 250 feet in height. These huge trees, growing densely, produce a large proportion of lumber without knots. In the valley bottoms, broad-leaved maple, alder, and huge cottonwoods grow.

To the east of the Coast Range of mountains the climate is drier and there the forests are more open and the trees not so large. Western yellow pine, Douglas fir, Engelmann spruce, and western larch are the principal species in the southern portion of the interior. On the western slope of the Rockies and in the Columbia system of mountains, the precipitation is heavier and the forests resemble those on the coast except that Engelmann spruce replaces the Sitka spruce. On the higher slopes of the Rockies, Engelmann spruce, Alpine fir, lodgepole pine, and Douglas fir predominate. In the northern interior white spruce and Alpine fir are the principal trees.

British Columbia is essentially a mountainous country. Of the total area, over 240,000 square miles are classified as alpine, barren, bearing only scrub-growth, swamp, or water and hence incapable of producing commercial timber. Finally, there is approximately 117,000 square miles classed as forest land and this area is destined to remain as a source of timber products.

At the present time only 35,000 of these 117,000 square miles carries mature timber. The remainder comprises 50,000 square miles of immature stands, and 32,000 square miles not satisfactorily restocked. The forests reproduce readily, the growth, especially in the regions of heavy precipitation, being very rapid, and though the large trees which have taken 200 to 500 years to grow may not be replaced, there is no reason why, with protection from fire, British Columbia should not continue to be a great wood-producing province.

At the beginning of 1947, following the tremendous impetus given to the forest industries by the demands of war, there were 1,228 sawmills and 59 shingle mills operating in the Province. (The ten-year average during the period 1937-46 was 661 sawmills and 69 shingle mills respectively.) During this ten-year period six pulp and paper mills were operating but a seventh came into production toward the close of 1947 and an eighth mill, to produce cellulose for use in the manufacture of textiles, is in process of construction. The timber scaled in the Province during 1947 was in excess of 4,000,000,000 feet board measure of which by far the major part went into the manufacture of lumber. The export market, under normal conditions, will absorb much of the Province's lumber production with the United Kingdom, Australia, China, United States, South Africa, West Indies, and New Zealand being the leading purchasers. The Panama Canal has enabled British Columbia to ship her products to practically all the markets of the world, and considerable lumber is shipped to Eastern Canada by that route.

Mining

British Columbia is fortunate in having a great variety of minerals and coal, and, probably, petroleum and natural gas. Coal was first mined on Vancouver Island about one hundred years ago but it was the discovery of rich placer-gold deposits that first opened the country to settlement in 1859.

Placer-mining flourished in the 1860's and began to wane ten years later. Railroad construction in the 1880's provided transportation and made lode mining possible and the silver-lead mines of the Kootenays and the gold-copper mines of the Rossland area were brought into production before the turn of the century. These were followed by copper mining in the Boundary District and gold mining in the Hedley Camp and south of Nelson. Still later occurred the development of copper mines on the Coast at Britannia and Anyox and in the southern interior at Princeton, gold-silver mining at Stewart, and lode-gold mining in the Bridge River, the Cariboo, and Vancouver Island.

British Columbia's great variety of mineral resources has permitted the mining industry to meet changing

world conditions. Placer gold in the early days was of first importance, then silver-lead, then gold and copper, then copper, and just before the war, gold; and now lead is of first importance, followed by zinc, copper, gold, coal, silver, structural materials, and non-metallic minerals.

During the war the Commonwealth's largest mercury mine was brought into production and contributed to the war effort. Two important tungsten properties were also developed and one of these is again in production. Antimony, bismuth, and cadmium are by-products in the great non-ferrous metallurgical works at Trail, and sulphur recovered from smelter gases is the basis for an extensive fertilizer manufacturing industry.

At present nearly all Canada's production of lead and the greater portion of Canada's zinc and silver come from British Columbia, and most of British Columbia's production of these metals is from the Sullivan mine at Kimberley. Big copper mines are operating at Princeton and Britannia. Gold is mined in many camps including Sheep Creek, Zeballos, Bridge River, Cariboo, Stewart, and Taku River. Much interest is again being shown in placer mining and dragline dredging has commenced in several places. Coal mining is carried on chiefly in the Crow's Nest area, at Cumberland and Nanaimo on Vancouver Island, and at Princeton. Large coal reserves are believed to exist in the Peace River area.

British Columbia, at one time the principal lode-mining province in Canada, dropped to second place and then to third place but, in 1947, was second only to Ontario in the value of its mine output.

Fishing

The fishing industry is one of great importance to British Columbia. The Province has for some time held first place in the marketed value of her fisheries, and is responsible for nearly one-half of the annual marketed value of Canada's production. The annual runs of the salmon, of which there are five species, resulted years ago in a large canning industry, and there is as well a considerable trade in the shipment of fresh and frozen salmon. Over 30 years ago the very rich halibut banks began to be exploited, and the halibut fishery off the Pacific Coast is still by far the most important in the world. At Prince Rupert, the centre of the halibut industry, is located one of the largest cold storage plants in the world devoted exclusively to fish. Halibut is shipped to various parts of North America, as well as to Great Britain. Herring, pilchard, and ling cod form a large part of the annual catch. Substantial catches of clams, crabs, oysters, and shrimps are included in the British Columbia landings. Whaling operations, suspended, in 1943, were resumed in 1948 with successful result. A new fishery development in 1948 resulted in British Columbia fishermen harvesting a million dollars worth of albacore tuna. Investigations conducted by the federal Department of Fisheries disclosed schools of these fish off the British Columbia coast. Meal and oil have become important by-products of Canada's fisheries and the greater part of the output is produced in British Columbia. Over 17,000 persons are engaged in the fishing industry. The export trade in fisheries products is of great importance.

Manufacturing

The spectacular increase in the value of manufacturing in British Columbia may be illustrated by comparing the

The moist, equable climate of the British Columbia coastal region produces a luxuriant forest growth



1947 gross value of production figure of \$557,000,000 with that of \$248,000,000 for 1939. Manufacturing industries in British Columbia now total 2,600, with an invested capital of over \$500,000,000. This natural increase may be attributed to the wealth of natural resources, availability of power, strategic export market position, and increase in population. Primary production is increasing steadily in all four basic industries, hydro electric power is being developed to keep pace with industrial growth, and, conversely, industry is expanding as cheap power becomes available.

The leading manufacturing industries include saw-milling, fish curing and packing, ship building, pulp and paper, meat packing, fruit and vegetable processing, petroleum products, and fertilizers. Much of this produce is exported, contributing to a relatively high standard of living and creating a purchasing power to support a large variety of auxiliary industries and services. The development of metal trades has been outstanding.

The seaports of British Columbia provide all-year access to world export markets. Exports through British Columbia ports in 1947 reached a total of \$395,000,000 compared to \$305,666,102 in 1946. In 1947 imports totalled \$190,000,000 compared to \$128,393,047 in 1946.

Water Power

The water power potential in British Columbia is estimated at 10,998,000 horse-power at ordinary six months flow, and 7,023,000 horse-power at ordinary minimum flow. At December 31, 1948, 1,009,769 horse-power had been developed and since that time the B. C. Power Commission project at Campbell River, with an ultimate delivery capacity of 150,000 horse-power, has started partial production. Two other hydro-electric projects now in course of construction will eventually deliver upwards of 200,000 horse-power.

Research

The British Columbia Research Council, situated in Vancouver, provides the services of a staff experienced in a wide variety of fields of science, engineering, and industry, together with modern laboratories and a pilot plant area.

The laboratories and staff of the University of British Columbia and other research groups are also available when necessary to assist in the investigation of industrial problems. The Research Council maintains contacts

Hastings Street at the intersection of Granville Street in Vancouver's business section



Eight thousand cucumber plants under cultivation in gardens overlooking the North Thompson River near Kamloops

with many industrial and research organizations throughout the world.

Transportation

The Province is well supplied with transportation facilities. The main line of the Canadian Pacific Railway enters British Columbia through the Kicking Horse Pass on its way to Vancouver. Another C.P.R. line enters the Province by the Crowsnest Pass. This line serves the Kootenay country and joins the main line at Revelstoke. A branch line from Sicamous runs through the Okanagan Valley to Kelowna, situated in one of the most productive districts in Canada. In addition, the C.P.R. maintains a remarkably fine coastal service from Vancouver, Victoria, and Seattle to Alaska, calling at all the principal points en route. Besides the coastal services, there is a good system of inland water transportation. Deep-sea shipping lines reach out from British Columbia to the major ports of the world. The route afforded by the Panama Canal is of great advantage to the Province.

The Canadian National Railways enter British Columbia from the east via the Yellowhead Pass. From Red Pass Junction, one line runs 677 miles in a northwesterly direction to Prince Rupert and another 488 miles southwards to Vancouver, following closely the North Thompson and Fraser Rivers. From both lines, there are splendid views of Mount Robson, one of the greatest scenic attractions in the Rockies. The line to Prince Rupert passes through a country rich in timber and other resources. As it nears Prince Rupert, the railway serves the great Skeena River fishing industry. By its southern line, the C.N.R. aids the development of an extensive agricultural and lumbering country, sending out a branch from Kamloops to the Okanagan fruit-growing region. The Canadian National Railways operates a fine coastal service between Vancouver and the northern ports.

From Victoria, the Esquimalt and Nanaimo Railway runs as far north as Courtenay on Vancouver Island, and the Canadian National Railways also operates a branch between Victoria and Youbou for freight service only. The Pacific Great Eastern Railway, owned and operated by the Provincial Government, connects Squamish, on Howe Sound, with Quesnel. Several parts of the Province are tapped from the United States by branches of the Great Northern Railway. The British Columbia Electric Railway has radial lines extending from Vancouver to points in the New Westminster district, and a rural line to Chilliwack.



Finished rolls of paper move to loading platforms at Powell River

There are approximately 21,946 miles of highways, of which 9,529 miles are surfaced. Motor carriers, both passenger and freight, serve many sections of the Province.

Vancouver and Victoria are connected with other parts of Canada by Trans-Canada Air Lines. The Canadian Pacific Airlines operates a service to points throughout the Province, and, in addition, there are a number of intra-provincial routes as well as international connections to the south.

Population

When British Columbia entered Confederation in 1871, the white population numbered about 10,000. Since then there has been a steady increase, and the total population in 1948 was estimated at 1,082,000. The majority of the population are Canadians or of British extraction, with several thousands of United States birth.

Recreation

From the blue, sheltered waters of the Pacific, through the high plains and verdant valleys of the interior to the alpine splendour of the Rockies, British Columbia provides opportunities to enjoy every form of recreation at its best. In fifty-seven provincial and national parks more than 12,000,000 acres have been set aside for public use and enjoyment. These park areas provide facilities for overnight accommodation or for trips which may be extended into weeks or months.

The larger parks, Tweedsmuir and Wells Gray in the central interior, Strathcona on Vancouver Island, Garibaldi and Ernest Manning on the lower mainland, are primitive areas with development restricted to their outer confines. Rugged, lake-studded, they attract the alpinist, the sportsman and the less energetic vacationist alike. Alpine meadows with their rioting colours attract the photographer. Trout lure the fisherman.

The Rocky Mountain Parks—Hamber, Glacier, Kootenay, Yoho, Mount Robson and Revelstoke—offer many attractions, and are particularly noted for their beautiful vegetation, their wild flowers and abundant ice formations.

Through the Province, over one thousand auto courts and resorts are licensed by the Provincial Government to

cater to the recreational traveller, a chain of excellent hotels also links the coast cities of Victoria and Vancouver with the Rockies to the east and the great playground to the north.

British Columbia is rich in big game, fur-bearing animals, and game birds. Moose, caribou, wapiti, and mountain sheep and goats are conspicuous. Grizzly, cinnamon, and black bears, and panthers or mountain lions are numerous. Beaver, otter, lynx, fox, marten, raccoon, muskrat, wolverine, and wildcat are more or less plentiful in certain districts. The birds shot for game are ducks and geese, both abundant, and grouse, pheasants, quail, pigeons, plover, and snipe. The game fish, as distinguished from commercial fish, are principally trout, salmon, and steelhead, and are abundant throughout the Province in their respective habitats.

Government

The government of British Columbia consists of a Lieutenant-Governor appointed by the Governor in Council, an Executive Council of 10 members chosen from the Legislative Assembly, and a Legislative Assembly of 48 members elected by the people. The Province is represented in the Federal Parliament by 16 Members of the House of Commons and 5 Senators. Municipal government has been largely introduced.

Education

The school system of British Columbia is free and non-sectarian. Attendance at school is compulsory for children over seven and under fifteen years of age. The Province is divided into seventy-six large administrative units. The local education authorities are the Boards of School Trustees, elected by the ratepayers of the local area. Each Board, composed of five or seven or nine members as determined by the Minister of Education, has as its duty the general administration of the schools of its district. This includes the provision of school accommodation, maintenance, transportation, and teaching staff.

To enable School Boards to maintain schools, the Provincial Department pays grants toward the above services and in respect of teachers' salaries, the Government contribution being about 40 per cent of the total cost of maintaining the schools.

The Department of Education is responsible for the program of studies for the schools. It authorizes textbooks, issues regulations regarding the qualifications of teachers and minimum requirements as to buildings, trains and certifies teachers, and generally supervises the work of the schools. The general supervision and inspection of the work of the schools is the responsibility of the Inspectors of Schools. They act in an advisory capacity to teachers and school boards, evaluate teacher performance, survey school needs, and are generally responsible for the enforcement of the Public Schools Act and the supervision of the program of instruction.

Teacher training is provided at two Normal Schools, one in Vancouver and one in Victoria. University graduates receive further training at the Department of Education of the University of British Columbia. Higher education is provided at the University of British Columbia in Vancouver and at Victoria College in Victoria. The latter institution offers the first two years of regular University work.

Cities and Towns

Vancouver, with its important rail and ocean connection, is the chief city in the Province. It has a population estimated in 1946 at 352,000. The city, situated on a peninsula which juts out into Burrard Inlet, has one of the finest natural harbours in the world. From its situation, it is the headquarters of the larger industrial interests of the Province, which include lumbering, paper making, salmon canning, mining, sugar refining, and shipbuilding. It has many fine buildings, including one of the provincial normal schools, and the buildings of the University of British Columbia. Stanley Park, because of its beautiful situation and giant trees, is a centre of attraction in the city.

Victoria is the capital of British Columbia and rests on the most southerly point of Vancouver Island 84 miles from Vancouver. Although it possesses some industries and is the headquarters of others, it is essentially a residential and social centre, with a population of about 61,000. It would be difficult to find its parallel in America in respect to situation, environment, and climate. The Legislative Buildings are looked upon as among the most beautiful and imposing on the continent. They contain fine collections of natural history, including mineral, agricultural, and horticultural specimens. The city resembles places in the Old World, with beautiful gardens surrounding most of the houses. Three miles from Victoria is the fine harbour of Esquimalt, where there is a large dry dock. On Little Saanich Mountain, adjacent to the city, is the Dominion Astrophysical Observatory, which has the fourth largest telescope in use at the present time.

New Westminster, 12 miles from Vancouver and connected with it by an electric railway, has an estimated population of 46,000. It is the centre of the rich farming section of the Westminster district, and, from its situation on the Fraser River, is naturally associated with the salmon canning industry. It is also a centre for the lumber business and a wide range of other industrial activities.

Nanaimo, situated on the Island Highway 72 miles north of Victoria, has a population of 13,000. As a distributing centre for a large part of Vancouver Island, Nanaimo is served by air, rail, steamship, and bus services. Timber, mining, the tourist trade, farming, and commercial fishing provide a substantial return for its citizens. The Pacific Biological Station of the Fisheries Research Board of Canada with its Marine Museum is situated at Departure Bay, 3 miles north of Nanaimo.

Prince Rupert is situated on Kaien Island at the mouth of the Skeena River, 550 miles north of Vancouver. It is a Pacific Coast terminus of the Canadian National Railways. Steamship service between Vancouver and Prince Rupert is provided by the Canadian National Steamships, Union Steamships, and the Canadian Pacific Steamships. Prince Rupert is becoming increasingly important as a trade link with Alaska and the Orient.

There are a number of other towns of importance, principal among which are North Vancouver, Trail, Kamloops, Nelson, Kelowna, Vernon, Cranbrook, Rossland, Revelstoke, Fernie, Prince George, Chilliwack, Cumberland, and Port Alberni.



The grandeur of British Columbia's mountains is caught in this scene of Frosty Peak, Manning Provincial Park

Historical Sketch

The history of British Columbia dates from the last quarter of the 18th century, when English and Spanish seafarers vied with each other in trade and exploration in and around Vancouver Island. Such names as Perez, Cook and Meares are associated with these early years.

A trading station established at Nootka, on the west coast of the island, by Meares was seized by Spaniards, who destroyed his ships and made the station an important base from which exploratory cruises were made. England became aroused by this action, and Spain finally withdrew her claim to the island and relinquished the coastal territory in 1790 by the Treaty known as the Nootka Convention. Captain George Vancouver arrived in 1791 to take formal possession, and in the following year the Island passed definitely into the hands of Great Britain. In the years 1792-94, Vancouver surveyed almost the entire coast for the British Government.

Soon afterward, the interior of British Columbia was entered by fur traders of the North West Company, which in 1831 was absorbed by the Hudson's Bay Company. The latter company was in full control of the interior for the next twenty-eight years. Meanwhile, Vancouver Island was proclaimed a Crown Colony in 1849.

A tremendous influx of people to the mainland resulted following the discovery of gold in exciting quantities in the gravel bars of the Fraser River, and in 1858 the British Government established the mainland colony of British Columbia.

For a time these two colonies functioned as separate entities, and in 1866 they were united as the colony of British Columbia, with the seat of government at Victoria. British Columbia entered Confederation and became a Province in 1871.

BRITISH COLUMBIA

Scale: 72 miles to 1 inch
0 25 50 75 100

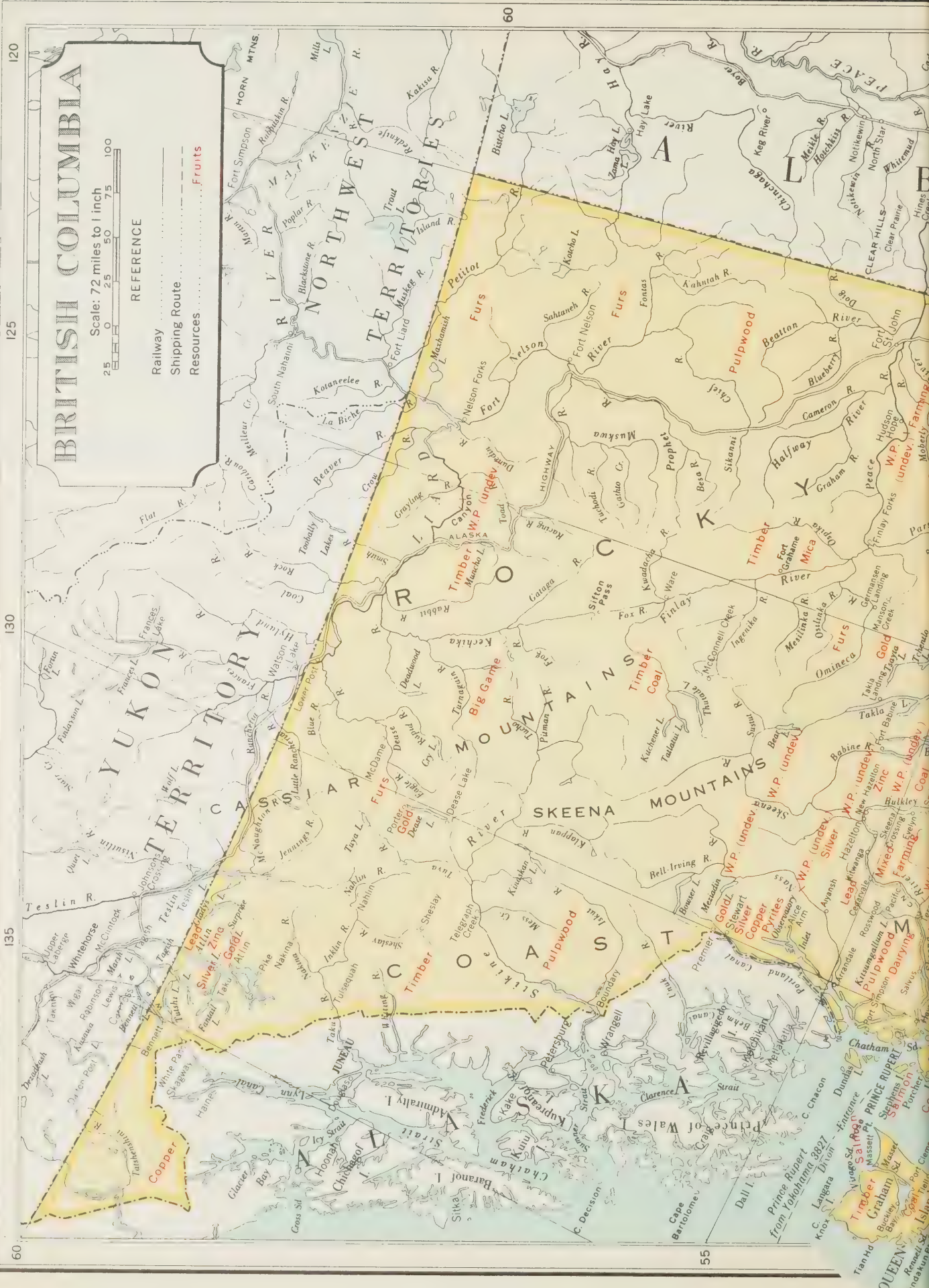
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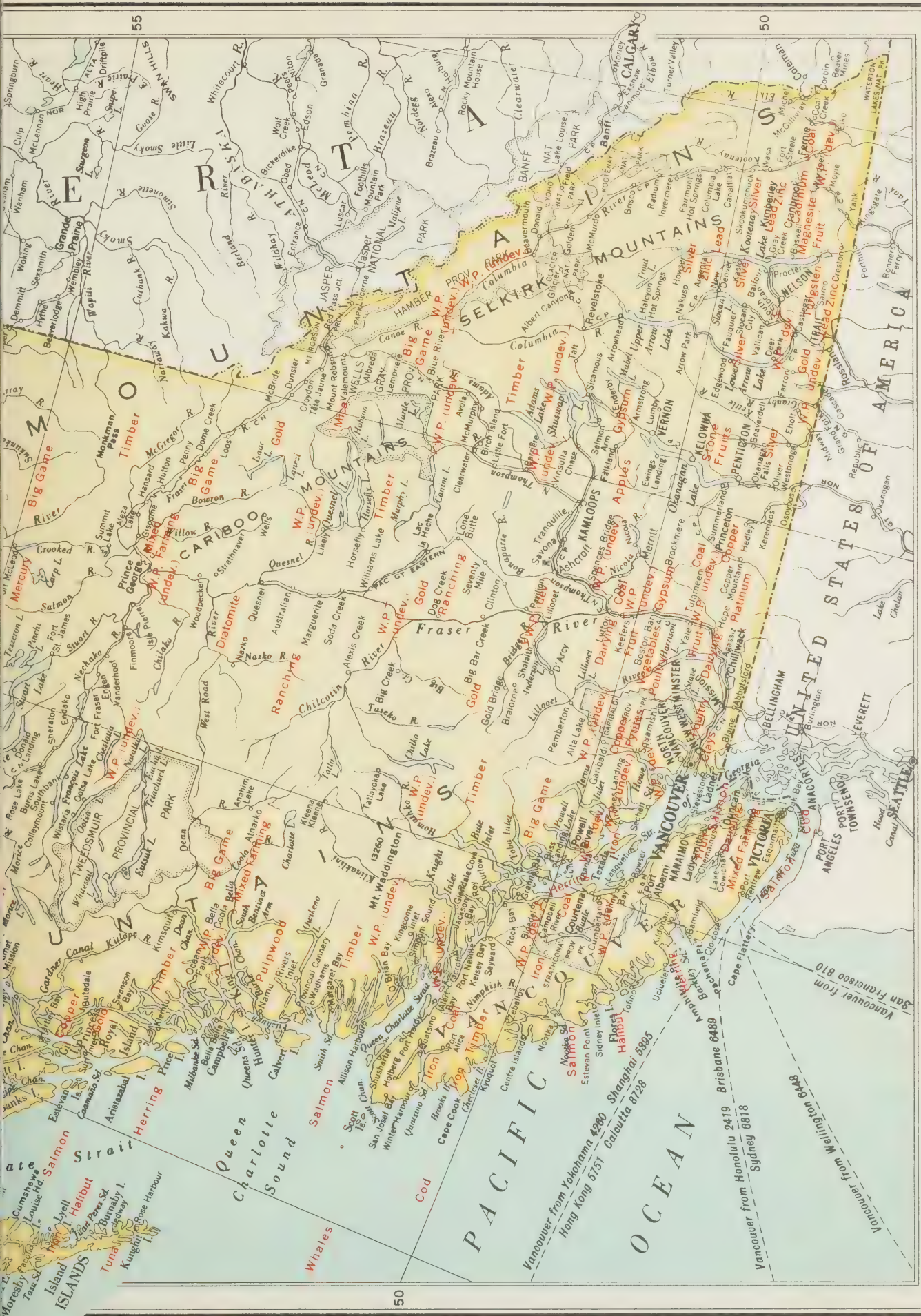
Railway

Shipping Route

Resources

Fruits





The Northwest Territories

The Northwest Territories contain the mainland portion of Canada lying north of the 60th parallel of latitude between Hudson Bay on the east and Yukon Territory on the west, together with the islands lying between the mainland of Canada and the North Pole, including those in Hudson Bay, James Bay, and Hudson Strait. The total area of the Northwest Territories is 1,304,903 square miles, or more than one-third of the total area of the Dominion.

This vast area is divided into three districts for purposes of organization and administration—Mackenzie, Keewatin, and Franklin. Mackenzie District, 527,490 square miles in area, includes that part of the mainland lying between the 102nd meridian of longitude and Yukon Territory. Keewatin District, 228,160 miles in extent, includes that part of the mainland, with the exception of Boothia and Melville Peninsulas, lying between Mackenzie District and Hudson Bay, together with all islands in Hudson and James Bays. Franklin District, with an area of 549,253 square miles, includes Boothia and Melville Peninsulas and the islands in Hudson Strait and the Arctic Archipelago, except those adjacent to the coast of Yukon Territory.

Climate

The Northwest Territories have two main climatic divisions. The northeastern region, including the islands of the Arctic Archipelago, has an Arctic climate. It includes all the region north of the tree-line extending in a general southeasterly direction, from the mouth of the Mackenzie River to the west coast of Hudson's Bay just north of Churchill, Manitoba. The average temperature of the warmest month is less than 50 degrees F. Average winter temperatures are all below 32°F. The remainder of the Territories has what is known as a sub-Arctic climate in which average temperatures for the coldest months are below 32°F., but average temperatures for the warmest months are above 50°F. Although both regions are cold in winter, the chief distinction between them is in summer temperatures, with the western sections being much warmer.

Contrary to general belief, snowfall is not heavy in the Northwest Territories. Because of low winter temperatures, however, snow remains on the ground for a long

time. Annual precipitation of 10 to 13 inches in the Mackenzie Valley includes 40 to 50 inches of snow, which is about half the snowfall of the Great Lakes, St. Lawrence, and northern New England regions.

Population

According to the decennial census of 1941, the population of the Territories was 12,028, including 2,284 whites, 4,334 Indians, 5,404 Eskimos, and 6 others. The most recent estimate places the population at 15,201, including 5,214 whites, 4,334 Indians, 5,651 Eskimos, and two others, Chinese.

Most of the Indians live in the valley of the Mackenzie River, the principal tribes being the Chipewyan, Beaver, Sekani, Slave, Yellowknife, Dogrib, Hare, Nahanni, and Kutchin or Loucheux. They depend mostly upon hunting and trapping for a livelihood, and special game preserves have been set aside for them.

The majority of the Eskimos in the Territories are found in the Districts of Franklin and Keewatin, and usually live and travel in bands or groups of two or more families. Each band secures its livelihood in its own district, which has no definite boundaries, and bands move about in accordance with the movement of game and the changing seasons.

Government

The Northwest Territories Act provides for a Territorial Government composed of a Commissioner of the Northwest Territories, a Deputy Commissioner, and five councillors appointed by the Governor in Council. The Commissioner in Council has power to make ordinances for the government of the Territories, under instructions from the Governor in Council or the Minister of Resources and Development, respecting direct taxation within the Territories; the establishment and tenure of territorial offices; the appointment and payment of officers; maintenance of prisons; municipal institutions; licences; solemnization of marriages; property and civil rights; administration of justice; and generally, all matters of a local or private nature in the Territories. The seat of government is at Ottawa. That part of the Mackenzie District west of the 109th meridian is represented at Ottawa by the Member of Parliament for Yukon-Mackenzie River.

Yellowknife, centre of the gold mining industry in the Territories. The new section of the settlement is seen in the foreground



The Snare River power development provides Yellowknife and nearby mines with much-needed electrical energy



Settlements and Trading Posts

Settlements in the Northwest Territories range in size from surveyed townsites to small groups of buildings around trading posts or medical centres. The largest settlements are situated in Mackenzie District, and include Yellowknife, centre of the gold-mining industry; Fort Smith, administrative headquarters of the district; Aklavik, metropolis of the Mackenzie Delta region, and Port Radium, (Eldorado mine) on Great Bear Lake. In settlements other than Yellowknife and Port Radium the white population is composed principally of government officers, transportation company officials, missionaries, and traders.

Transportation

Mackenzie District and the Western Arctic are served principally by water and aerial transportation. There is no general highway system in the Territories, although an important new road now links railhead in northern Alberta with Great Slave Lake. This road, completed in the autumn of 1948, extends a distance of 386 miles from Grimshaw, Alberta, to Hay River in the Territories. The Federal Government and the Government of Alberta shared the cost of the 305-mile section in Alberta, and the Federal authorities assumed the entire cost of the 81-mile stretch within the Northwest Territories. The road has accelerated the movement of material and supplies into the Territories, as trucks can now travel from Grimshaw to Hay River in twenty-four hours.

There are truck and tractor roads suitable for motor traffic in the vicinity of settlements and mining communities and between strategic points to facilitate the transfer of freight and supplies.

The Mackenzie River and its tributaries, the Athabaska and Slave Rivers, provide a direct inland water transportation route for a distance of about 1,700 miles. In addition, subsidiary routes on Lake Athabaska, Great Slave Lake, and Great Bear River and Lake total more than 800 miles. The head of this avenue of transportation is Waterways, Alberta, terminus of a branch of the Northern Alberta Railways, 300 miles north of Edmonton.

Vessels operated by the Hudson's Bay Company, which connect with Mackenzie River services at Fort Brabant, provide freight services to points along the coast. Occasional coastal transportation is also provided by schooners operated by traders and Eskimos.

The use of aircraft has contributed greatly to developments in Mackenzie District, and there are a number of excellent landing fields in the region. The airport which serves the settlement of Yellowknife is one of the most modern in Northern Canada. Regular passenger, mail, and express services by air are maintained throughout the year to many points in the District.

The various posts and settlements in the Eastern Arctic are served by a number of vessels operated by trading companies and various departments of Government. Commercial air services operate from Churchill, Manitoba, and Moosonee, Ontario, northwards, chiefly on a charter basis. Winter travel in the Eastern Arctic is carried on almost entirely by dog-teams and komatiks or sledges, a mode of travel that has been used by the Eskimos for centuries.

Education

The education of the white, native, and half-breed children is carried on largely at residential and day

schools operated under the supervision of the Federal Government by missions of the Church of England in Canada and the Roman Catholic Church. Located in the principal settlements, these schools were constructed by, or with the assistance of, the Federal Government, and their maintenance is assisted by annual grants from the same source. In addition, the Northwest Territories Administration furnishes liberal quantities of school supplies and equipment. Residential schools are operated by the Church of England mission at Aklavik and by the Roman Catholic missions at Fort Resolution, Fort Providence, and Aklavik. Day schools are located at Fort Brabant, Fort Norman, Port Radium, Fort Smith, and Fort Simpson.

A modern public and high school at Yellowknife serves as a school of opportunity for children residing in other settlements in the Territories. It is maintained chiefly by local taxation and is administered by a local school board. A non-denominational school at Fort Smith is maintained by fees and grants. In addition, a day school for Indian children is operated at Fort McPherson by the Indian Affairs Branch of the Department of Citizenship and Immigration. The Northwest Territories Administration bears the cost of providing correspondence courses issued by the Alberta provincial educational authorities for students in remote areas.

Mining

The production of minerals on a commercial basis in the Northwest Territories is a comparatively recent development, and the value of the annual output is not large when compared with that of older mineral-producing areas of Canada. Mining has, however, surpassed the fur trade in value and a steady improvement, particularly in the Yellowknife goldfield, has been evident.

The most recent estimate set the total annual value of mineral production in the Territories at \$4,298,424, broken down as follows: gold, \$3,449,355; silver, \$18,591; crude petroleum, \$830,143; natural gas, \$335.

In general, mining enterprise in the Territories has been handicapped by lack of finance and power, but the latter deficiency has been overcome by the completion of the Snare River Power Development which supplements power furnished by a development on the Yellowknife River near Prosperous Lake.

Fur

The trapping of fine furs is, and is likely to continue to be, the chief occupation of most of the native populations and the history of the vast region is intimately associated with that of the fur trade.

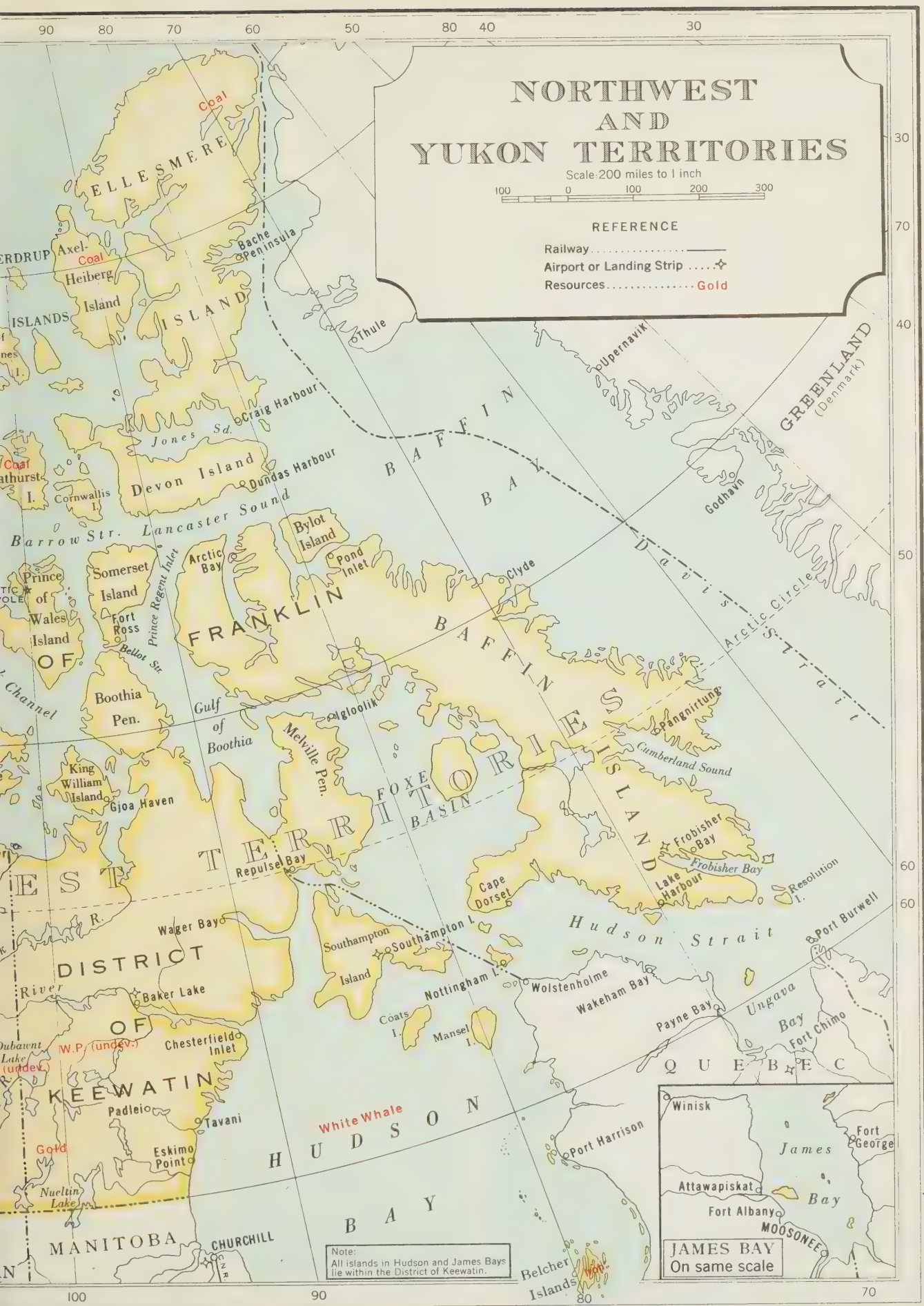
In total value, the Arctic (white) fox usually leads other kinds of pelts taken annually in the Northwest

This 16-acre market garden is on the outskirts of Yellowknife





Railway.....
 Airport or Landing Strip✦
 Resources.....Gold



Territories. Chief among the other furs of economic importance are muskrat, beaver, mink, lynx, and fox in its three colour phases, red, cross, and silver. Smaller numbers of marten, ermine, otter, squirrel, wolf, wolverine, and bear are also taken.

The average annual value of fur production in the Territories is more than \$2,000,000.

Forests

There is no forest industry in the usual sense of that term in the Northwest Territories, nor is there any prospect of such an industry developing on a considerable scale. What forests there are, however, should be sufficient to meet the needs of the residents in perpetuity. The principal tree species are aspen and balsam poplar, white and black spruce, white birch, tamarack, and jack pine. The eastern part of the Territories is practically devoid of forests, but in Mackenzie District there are several areas of forested land. These stands are of value chiefly as a source of building materials and fuel for use by the local population, and as a favourable environment for fur-bearing and game animals.

Fishing

Fish of several varieties are abundant in many parts of the Northwest Territories and are of economic importance. Although for many years it was not considered commercially feasible to export them, owing to the distances from the fish consuming centres, the fishing industry is now assuming increased importance, particularly in the Great Slave Lake area, and the value of the annual catch amounts to several hundred thousand dollars.

Chief varieties of fish found in the Territories and in bordering waters include Arctic char, whitefish, round fish, Arctic cod, Newfoundland cod, tomcod, halibut, goldeyes, flounder, inconnu, grayling, suckers, herring, lake trout, pike, smelt, and bourbot.

Agriculture

Agricultural development in the Northwest Territories has been limited to the valleys of the Mackenzie River and some of its tributaries. Climatic, geological, and topographical conditions place the major part of the Territories outside the zone of possible agricultural operations. This is particularly true of the Eastern Arctic region, where lack of developed soil and shortness of the growing season are contributing factors.

Small-scale farming operations and gardening, however, have been carried on in Mackenzie District since the earliest days of exploration and settlement. Experimental sub-stations operated by the Department of Agriculture

at Fort Simpson and Yellowknife are proving most helpful in conducting a variety of tests designed to improve the quality of the vegetables and flowers grown in the District. The officer in charge of the Fort Simpson sub-station visits various settlements along the Mackenzie River and assists those engaged in agricultural activities.

Water Power

A recent major undertaking in the Northwest Territories was the completion of the initial stage of a large-scale power development capable of meeting the immediate requirements of the Yellowknife Mining District. Situated at the outlet of Big Spruce Lake on the Snare River, about 90 miles northwest of Yellowknife Settlement, this project has a capacity of 8,000 horse-power under an average head of 56 feet.

Tentative estimates indicate a total of 362,700 horse-power available in the Northwest Territories under conditions of ordinary minimum flow and 772,000 horse-power ordinarily available for six months of the year. Of this total available power, only 12,700 horse-power has been developed.

Historical Sketch

Frobisher... Davis... Hudson... Button... Bylot... Baffin... Munk... James... Foxe... Middleton... Parry... Ross... Franklin... McClure... Rae... Mackenzie. These names, and many others are found in the records of the Territories as step by step new lands were charted, new islands were discovered.

This vast area remained under the control of the British Crown until 1870, when, by Imperial Order in Council, Great Britain transferred to the recently confederated Dominion of Canada her adjacent northern possessions in North America.

In 1870, part of the newly acquired Canadian Territory was organized as the Province of Manitoba and admitted to Confederation. The Lieutenant-Governor of Manitoba was made Lieutenant-Governor of the Northwest Territories.

The District of Keewatin was created in 1876, and withdrawn from the Government of the Northwest Territories. Five years later the boundary of Manitoba was enlarged, and in 1882 the Districts of Assiniboia, Saskatchewan, Alberta, and Athabaska were created. Ungava, Franklin, Mackenzie, and Yukon Districts were established in 1895, but three years later Yukon was created a separate Territory.

The Provinces of Alberta and Saskatchewan were created in 1905 and their northern boundaries were fixed as the 60th parallel. As a result, the Districts of Assiniboia, Saskatchewan, Alberta, and Athabaska were absorbed into the new provinces.

The Northwest Territories Amendment in 1905 made provision for the appointment by the Governor in Council of a Commissioner of the Northwest Territories to administer the area under instructions from the Governor in Council or the Minister of the Interior. A council of six or less members was created to assist the Commissioner. At the same time the District of Keewatin was re-annexed to the Northwest Territories. The seat of government was at Ottawa.

Boundaries of the Territories were realigned in 1912, and in 1920 the boundaries of Mackenzie, Keewatin, and Franklin Districts were again revised by Order in Council and defined as now existing.

The average daily catch of fish in Great Slave Lake is 35,000 pounds. Fishermen unloading at Gros Kap wharf, 60 miles southwest of Yellowknife



Yukon Territory

Yukon Territory comprises the extreme northwestern part of the mainland of Canada and has an area of 207,076 square miles, 5.6 per cent of the total area of the Dominion. Yukon is bounded on the north by the Arctic Ocean; on the east by Mackenzie District of the Northwest Territories; on the south by British Columbia (Latitude 60° North) and the United States Territory of Alaska; and on the west by Alaska (Latitude 141° West).

The Territory is generally mountainous, although there are many stretches of rolling country, with wide flats in the river valleys. The southern part is drained by the Liard River into the Mackenzie. The Yukon and its tributaries, the Lewes, Pelly, Stewart, and Porcupine Rivers, drain a large part of the Territory into Bering Sea.

Population

According to the decennial census of 1941, the population of the Territory was 4,914, including 3,172 whites, 1,701 Indians, and 41 others. The most recent estimate places the population at 7,581, including 5,928 whites and 1,653 Indians. The Indian inhabitants may be divided into two principal groups, the Dene or Athapascans, who inhabit the interior and members of the Tlingit tribe, who occupy the southwestern part of the Territory.

Government

The Territorial Government is composed of the Commissioner of Yukon Territory, and an elective Legislative Council of 3 members having three-year terms of office. The Council sits separate from the Commissioner and presents ordinances passed by it to the Commissioner for assent. The Territory is divided into three electoral districts—Dawson, Mayo, and Whitehorse. The seat of local government is at Dawson. The Yukon Act provides that the Controller shall administer the government of the Territory under instructions given him from time to time by the Governor in Council or the Minister of Resources and Development at Ottawa.

Yukon is represented at Ottawa by the Member of Parliament for Yukon-Mackenzie River.

Towns and Settlements

Dawson, the capital with a population of about 800, and Whitehorse, population approximately 3,800, are the largest settlements in Yukon Territory. Dawson is a base of supply and distributing point for the Klondike

goldfields. Whitehorse, on the Alaska Highway, is the terminus of the White Pass and Yukon Railway and the head of navigation on the Yukon River. Among other centres of population are Aishihik, Burwash Landing, Carcross, Carmacks, Champagne, Fort Selkirk, Old Crow, Mayo, Stewart River, and Watson Lake.

Mining

Gold mining is the most important industry of the Territory. Most of the gold produced is obtained from placer operations in the Dawson District. The average annual value of gold produced in Yukon Territory is more than \$2,000,000. Lode mining in Yukon has not as yet attained the importance of placer mining, and most of the lode production has come from the Whitehorse and Mayo areas. Lead and silver are the principal minerals in these districts.

The increased mining activity has given rise to the problem of supplying the various properties with fuel, and the Tantalus Butte coal mine near Carmacks has been brought into production.

Fur Industry

The fur trade continues to be a source of revenue for inhabitants of Yukon Territory, especially the native population. The average annual catch is more than 100,000 pelts, valued at approximately \$700,000.

From a standpoint of value, muskrat pelts lead, followed in order by marten, beaver, lynx, mink, and fox (principally red).

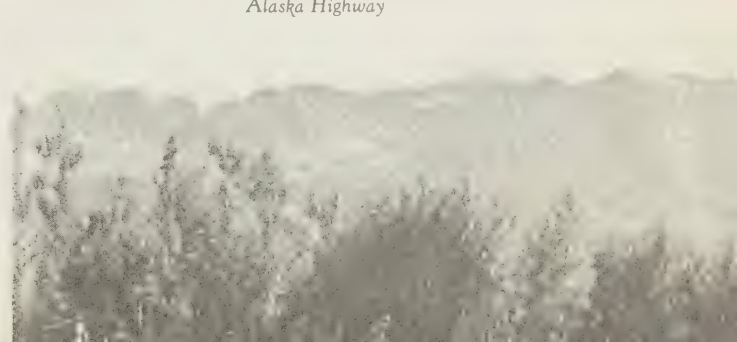
Transportation

Yukon Territory is served by water, railway, air, and highway transportation. The Canadian Pacific Railway operates a steamship service throughout the year from Vancouver to Skagway, Alaska, and during the summer season six trips are made each month. The Canadian National Railways operates a year-round steamship service from Vancouver to Ketchikan, Alaska, and a summer service from Vancouver to Skagway. Passenger steamboats are operated on the Yukon River between Whitehorse and Dawson, and there are also boat services on other rivers in the Territory. The Yukon River steamer service connects with the coastal steamships at Skagway through the White Pass and Yukon Railway, which runs a distance of 110 miles between Skagway and Whitehorse. Air passenger services are maintained daily

Dawson, administrative centre of Yukon Territory



Dominion Experimental Farm's truck garden at Mile 1016, Alaska Highway





Whitehorse, second largest settlement in the Territory, is an important transportation centre

except Sunday from Vancouver to Whitehorse and from Edmonton to Whitehorse, and twice a week between Whitehorse and Dawson, via Mayo. There is also a regular air service between Whitehorse, Yukon, and Fairbanks, Alaska. Whitehorse is also a regular stop for Pan American Airways aircraft operating between Seattle and Fairbanks. Direct highway connection with Yukon Territory from both Edmonton and Fairbanks is provided by the Alaska Highway, which extends from Dawson Creek, British Columbia, to Fairbanks, a distance of 1,523 miles. The highway is open to tourist travel, and bus services are in operation.

Road transportation is being extended through reconstruction of the old Whitehorse-Mayo-Dawson trail into an all-weather road and the building of a new road through southern Yukon connecting Atlin, British Columbia, with the Alaska Highway.

Education

Schools for the education of white and half-breed children are maintained by the Territorial Government. Public schools are operated at Dawson, Mayo, Whitehorse, Carcross, Brook's Brook, Swift River, and Destruction Bay. St. Mary's Separate School operates as a day school in Dawson, and the Convent of Christ the King at Whitehorse as a residential school. The British Columbia curriculum is followed, and the schools at Dawson and Whitehorse have high school departments providing education leading to university entrance. Education of Indian children is carried on at schools operated by church missions.

Agriculture

Current agricultural operations in the Yukon are not extensive, although the far northern latitude does not prevent the successful growing of field crops and vegetables during the long days of the summer season. Market gardening is a flourishing activity in the Territory, however, and horticulture is now self-sustaining.

Most of the general purpose farms are sown predominantly in brome grass for hay, and yields vary from one to two tons per acre. In addition, smaller areas are devoted to wheat, oats, barley, and alfalfa. Grain crops are usually grown for green feed, although they will ripen in all but years of unusually early frost.

In the principal settlements home gardens supply most of the vegetable requirements of the population. Common varieties grown successfully include potatoes, carrots, beets, turnips, parsnips, cauliflower, cabbage, and celery.

There is a Dominion Experimental Farm 100 miles west of Whitehorse on the Alaska Highway.

Forests

White and black spruce and jack pine are the principal tree species in the Territory, a considerable part of which is wooded with fair-sized timber. There are three large forest zones, and a treeless area along the Arctic slope. The timber cut is used for home consumption.

Fishing

Principal species of fish caught in the waters of Yukon Territory are salmon, trout, Arctic grayling and whitefish. There is a variety of other fish, and sport fishing is excellent in many localities.

Game

Many game animals are found in the Yukon, including bear, moose, caribou, and mountain sheep and goats.

Climate

The great variations in temperature from year to year which characterize the climate of Yukon are owing chiefly to the geographical location of the Territory. It extends latitudinally from the relatively warm Pacific Ocean to the cold Arctic Ocean, and its summer and winter temperatures vary according to the movement of pre-dominant air masses.

Mean monthly winter temperatures range from zero degrees to -21 degrees, while summer, characterized by warm days and cool nights, has monthly average temperatures of 50 to 60 degrees. Annual precipitation is low, owing mainly to the high barrier of the St. Elias Mountains which cuts off moisture from the Pacific.

Historical Sketch

The early history of the area now known as Yukon Territory is largely the record of exploration carried out by resourceful and intrepid officers of the Hudson's Bay Company in extending its lucrative fur trade, and the story of adventurous miners who crossed the mountains to the watershed of the Yukon River in the age-old search for gold. Closely associated with the annals of the Yukon is the history of the adjoining United States territory of Alaska, the development of which coincided, for a lengthy period, with that of the British territory.

Prior to 1895 the area now contained in Yukon Territory formed part of the unorganized Northwest Territories and, although administered by the Federal Government, was virtually occupied and controlled commercially by foreign traders. In 1895 Yukon was created a district of the Northwest Territories, and a detachment of Royal Northwest Mounted Police under Inspector C. Constantine was sent to Fort Cudahy (Fortymile) on the Yukon River to represent the various Federal Government departments. By 1896 the mining industry had grown to such proportions that the Inspector was no longer able to handle the necessary transactions and a Collector of Customs was appointed. In 1897 an officer was appointed from Ottawa to represent the Department of the Interior as Gold Commissioner, surveyor, and land agent, and the recording office was transferred from Fortymile upstream to the present site of Dawson.

In 1898 Yukon was created a separate territory by Act of Parliament (the Yukon Act) and provision was made for a local government composed of a chief executive styled Commissioner and a Legislative Council.

OFFICES ISSUING IMMIGRATION VISAS FOR CANADA

Canadian Immigration Offices

| COUNTRY | ADDRESS | CABLE ADDRESS |
|------------------------------------|---|----------------------------------|
| AUSTRIA | Canadian Govt. Immigration Mission, 19-21 Franz Josefkai, Salzburg | Mapleleaf Salzburg |
| BELGIUM | Canadian Embassy, 230 Rue Royale, Brussels | Maple-Brussels |
| FRANCE | Canadian Embassy, Visa Section, 38 Avenue de l'Opera, Paris 2 ^e | Mapleleaf Paris |
| GERMANY | Canadian Govt. Immigration Mission, Lutz Hotel Building, 94 Kreig Strasse, Karlsruhe, U.S. Zone | Mapleleaf Karlsruhe |
| GREECE | Canadian Embassy, 31 Queen Sofia Boulevard, Athens | Domcan Athens for Immigration |
| HONG KONG | Superintendent of Canadian Immigration, Union Bldg., Pedder St., P.O. Box 2107 | Beaver Hong Kong |
| IRELAND | Office of the High Commissioner for Canada, Branch Office, 61 Lower Baggot St., Dublin | Adanac Dublin |
| ITALY | Canadian Embassy Visa Office, Via Acherusio Sud 3, Rome | Maple Rome |
| NETHERLANDS | Canadian Embassy Visa Office, Alexanderstraat 23, The Hague | Canim The Hague |
| SWEDEN | Canadian Legation, Strandvagen 7C, Stockholm, P.O. Box 14042 | Domcan Stockholm |
| SWITZERLAND | Canadian Legation, Thunstrasse 95, Berne | Mapleleaf Berne |
| UNITED KINGDOM OF G.B. AND N.I. | Superintendent of European Emigration for Canada, 42-46 Weymouth St., London W.1, England | Torosus, Wesdo, London |
| | Canadian Immigration Office, 34 Moorfields, Liverpool, England | Canim Liverpool |
| | Canadian Immigration Office, 18 Woodlands Terrace, Glasgow C.3, Scotland | Adanac Glasgow |
| | Canadian Immigration Office, 65A Chichester Street, Belfast, Northern Ireland | Adanac Belfast |

Other Offices Issuing Visas

| | | |
|-------------------------------|---|--------------------------|
| ARGENTINA | Canadian Embassy, Bartolome Mitre, 478, Buenos Aires | Domcan Buenos Aires |
| AUSTRALIA | High Commissioner for Canada, State Circle, Canberra | Domcan Canberra |
| BRAZIL | Canadian Embassy, Avenida President Wilson, 165, Caixa Postal 6034, Rio de Janeiro | Dominion Rio de Janeiro |
| | Canadian Consulate, Rua 7 d'Abril, 252, Sao Paulo | Canadian Sao Paulo |
| CHILE | Canadian Embassy, Bank of London and South America Bldg., Santiago | Domcan Santiago de Chile |
| CHINA (See also Hong Kong) | Canadian Embassy, 147 Hankow Road, Nanking | Domcan Nanking |
| | Canadian Vice-Consulate, 27, The Bund, Shanghai | Domcan Shanghai |
| CUBA | Canadian Legation, Avenida de Las Misiones, 17, Havana | Domcan Havana |
| CZECHOSLOVAKIA | Canadian Legation, Krakowska, 22, Prague 2 | Domcan Prague |
| DENMARK | Canadian Legation, Vestagervej 5, Copenhagen | Mapleleaf Copenhagen |
| GERMANY | Canadian Military Mission, Commonwealth House, 40 Johannesberger Strasse, Wilmsdorf, Berlin | Bercana Berlin |
| INDIA | High Commissioner for Canada, 4 Aurangzeb Road, New Delhi | Domcan New Delhi |
| JAPAN | Canadian Liaison Mission, 16 Omote—Machi, 3 Chome, Minato-Ku, Tokyo | Domcan Tokyo |
| LUXEMBOURG | (See Belgium) | |
| MEXICO | Canadian Embassy, Edificio Internacional, Paseo de la Reforma, 1, Mexico City | Domcan Mexico City |

| | | |
|------------------------------|--|-------------------|
| NEW ZEALAND | High Commissioner for Canada, Government Life Insurance Building, Customs Quay, Wellington | Domcan Wellington |
| NORWAY | Canadian Legation, Fridtjof Nansens Plass, 5, Oslo | Domcan Oslo |
| PAKISTAN | High Commissioner for Canada, Hotel Metropole, Karachi | Domcan Karachi |
| PERU | Canadian Embassy, Edificio Boza, Plaza San Martin, Lima | Domcan Lima |
| POLAND | Canadian Legation, Hotel Bristol, Warsaw | Domcan Warsaw |
| PORTUGAL | Canadian Consulate General, Rua Rodrigo Fonseca, 103-4, Lisbon | Canadian Lisbon |
| TURKEY | Canadian Embassy, 211 Ayranci Baglari, Kavaklidere, Ankara | Domcan Ankara |
| UNION OF SOUTH AFRICA | High Commissioner for Canada, 24 Barclays Bank Building, Church Square, Pretoria | Candom Pretoria |
| U.S.S.R. | Canadian Embassy, 23 Starokonyushny Pereulok, Moscow | Canad Moscow |
| VENEZUELA | Canadian Consulate General, 8° Piso, Edificio America, Esquina Veroes, Caracas | Canadian Caracas |
| YUGOSLAVIA | Canadian Legation, Sv. Markovica 20, Belgrade | Domcan Belgrade |

FOREIGN TRADE SERVICE ABROAD

ARGENTINA

BUENOS AIRES.—Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

BUENOS AIRES.—Commercial Secretary, (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

AUSTRALIA

SYDNEY.—Commercial Counsellor for Canada, City Mutual Life Building, 60 Hunter Street. Address for letters: Post Office Box 3952 G.P.O.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory, and Dependencies.

MELBOURNE.—Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

BELGIAN CONGO

LEOPOLDVILLE.—Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.

Territory includes Angola and French Equatorial Africa.

BELGIUM

BRUSSELS.—Commercial Counsellor, Canadian Embassy, 46 rue Montoyer.

BRAZIL

RIO DE JANEIRO.—Commercial Secretary, Canadian Embassy, Edificio Metropole. Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

SAO PAULO.—Consul and Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

CHILE

SANTIAGO.—Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.

Territory includes Bolivia.

CHINA

SHANGHAI.—Acting Commercial Secretary for Canada, 27 The Bund, Postal District (O).

COLOMBIA

BOGOTA.—Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Ecuador.

CUBA

HAVANA.—Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic, and Puerto Rico.

EGYPT

CAIRO.—Canadian Government Trade Commissioner, Osiris Building, Sharia Walda, Kasr-el-Doubara. Address for letters: Post Office Box 1770. Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iraq, Lebanon, Saudi Arabia, Syria, and Hashemite Kingdom of the Jordan.

FRANCE

PARIS.—Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Algeria, French Morocco, and Tunisia.

PARIS.—Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Belgium, Denmark, France, and the Netherlands.

GERMANY

FRANKFURT AM MAIN.—Canadian Commercial Representative, Canadian Consulate, 145 Fuerstenbergerstrasse.

Cable Address, Canadian Frankfurt-Main.

GREECE

ATHENS.—Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

Territory includes Israel.

GUATEMALA

GUATEMALA CITY.—Canadian Government Trade Commissioner No. 20, 4th Avenue South. Address for letters: Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras, Nicaragua and Panama.

HONG KONG

HONG KONG.—Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, and French Indo-China.

INDIA

NEW DELHI.—Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

BOMBAY.—Acting Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

IRELAND

DUBLIN.—Commercial Secretary for Canada, 66 Upper O'Connell Street.

ITALY

ROME.—Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

JAMAICA

KINGSTON.—Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

JAPAN

TOKYO.—Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

Territory includes Korea.

MEXICO

MEXICO CITY.—Commercial Secretary, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

NETHERLANDS

THE HAGUE.—Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

NEW ZEALAND

WELLINGTON.—Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Territory includes Fiji and Western Samoa.

NORWAY

OSLO.—Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

PAKISTAN

KARACHI.—Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Afghanistan and Iran.

PERU

LIMA.—Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831 Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Bolivia.

PHILIPPINES

MANILA.—Canadian Consul General and Trade Commissioner, Tuason Building, 8-12 Escolta, Binondo. Address for letters: Post Office Box 1825.

PORTUGAL

LISBON.—Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira.

SINGAPORE

SINGAPORE.—Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, Indonesia, North Borneo, Brunei, Sarawak, and Thailand.

SOUTH AFRICA

JOHANNESBURG.—Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika, and Uganda.

Cable address, Cantracom.

CAPE TOWN.—Commercial Secretary for Canada, Grande Parade Centre Building, Adderley Street. Address for letters: Post Office Box 683.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius, and Madagascar.

Cable address, Cantracom.

SPAIN

MADRID.—Canadian Government Trade Commissioner, 70 Avenida José Antonio. Address for letters: Apartado 117.

Territory includes Balearic Islands, Canary Islands, Gibraltar, Rio de Oro, Spanish Morocco and Tangiers.

SWEDEN

STOCKHOLM.—Commercial Secretary, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

SWITZERLAND

BERNE.—Commercial Counsellor, Canadian Legation, Thunstrasse 95.

Territory includes Austria, Czechoslovakia, and Hungary.

TRINIDAD

PORT-OF-SPAIN.—Canadian Government Trade Commissioner, 43 St. Vincent Street. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

TURKEY

ISTANBUL.—Commercial Secretary for Canada, Istiklal Caddesi, Lion Magazasi Yaninda, Kismet Han No. 3/4, Beyoglu, Istanbul. Address for letters: Post Office Box 2220, Beyoglu.

UNITED KINGDOM

LONDON.—Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

LONDON.—Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the south of England, East Anglia, and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, Sleighing, London.

LONDON.—Commercial Secretary (Agricultural Specialist) Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Cantracom, London.

LONDON.—Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address Timcom, London.

LIVERPOOL.—Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, north of England, and Wales.

GLASGOW.—Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

Cable address, Cantracom.

BELFAST.—Canadian Government Trade Commissioner, 36 Victoria Square.

Territory covers Northern Ireland.

UNITED STATES

WASHINGTON.—Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

WASHINGTON.—Agricultural Secretary, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

NEW YORK CITY.—Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.

Territory includes Bermuda.

Cable address, Cantracom.

BOSTON.—Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

DETROIT.—Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

CHICAGO.—Consul-General of Canada, Suite 800 Chicago Daily News Building, 400 West Madison Street.

LOS ANGELES.—Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

SAN FRANCISCO.—Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street, San Francisco.

VENEZUELA

CARACAS.—Canadian Government Trade Commissioner, Canadian Consulate General, 8° Piso, Edificio America, Esquina Veroes. Address for letters: Apartado 3306.

Territory includes Netherlands Antilles.

SUMMARY OF CUSTOMS REGULATIONS FOR THE INFORMATION OF INTENDING SETTLERS

The Canadian Customs law provides for entry into Canada free of duty and taxes as "Settlers' Effects" wearing apparel, books, usual and reasonable household furniture and other household effects; instruments and tools of trade, occupation or employment, guns, musical instruments, domestic sewing machines, typewriters, bicycles, carts, wagons, and other highway vehicles, agricultural implements and live stock for the farm, not to include live stock or articles for sale, or for use as a contractor's outfit, nor vehicles nor implements moved by mechanical power, nor machinery for use in any manufacturing establishment; machines and implements for agricultural purposes, moved by mechanical power, and motor vehicles valued at not more than fifteen hundred dollars, and boats for fishing purposes, if actually owned abroad by the settler for at least six months before his removal to Canada. The six months' ownership requirement does not apply in the case of bona fide bride's trousseau and wedding presents, not including motor vehicles.

It is further provided that:

- (a) Any dutiable article entered as settlers' effects may not be so entered unless brought by the settler on his first arrival, and *shall not be sold or otherwise disposed of without payment of duty, until after twelve months' actual use in Canada*, and,
- (b) that in respect to motor vehicles valued in excess of fifteen hundred dollars, duty shall be payable only on the amount in excess of one thousand dollars.

It should be particularly noted that to be eligible for free entry the effects, other than bride's trousseau and wedding gifts, must have been owned *abroad* by the

settler for six months prior to his coming to Canada. Goods which have not been owned for six months are subject to payment of duty.

The goods will be held at Customs on arrival pending the completion by the settler of an official form, (B-4-Settlers' Effects Entry). On this form the owner is required to make a sworn declaration concerning his intention to become a permanent settler, and that the effects, to the best of his knowledge, qualify for entry under the regulations mentioned above.

It is of assistance if, prior to entry being made, the intending settler has provided himself with an itemized list of his effects, showing their value. A separate list should be prepared covering those items which have not been owned for the required six months.

The importation into Canada of horses, mules, asses, dogs, cattle, bees and hives, live chickens, turkeys, pigeons, geese or other birds raised under domestic conditions, (and eggs for hatching purposes from the class of birds enumerated) are subject to the regulations established under authority of the Animals' Contagious Diseases Act, which are administered by the Department of Agriculture, Ottawa, Canada.

Rifles, including the military type, also shotguns, both for solely sporting use, are admissible as part of settlers' effects. Pistols and revolvers of any type may not be imported without a special firearm import permit issued by the Department of National Revenue, Customs Division, Ottawa, Canada. Such permits are only used in special cases, i.e., to bona fide members of revolver or pistol clubs located in Canada, or to police authorities or the Armed Forces, for the use of their members in connection with their official duties.

CENTRES OF POPULATION IN CANADA

The following urban population list is based on the most recent census figures of the Dominion Bureau of Statistics. In Ontario and Quebec, centres with populations of more than 1,500 persons are shown. The chief population centres of Newfoundland are listed. In the other provinces, centres with populations of more than 500 persons are shown.

| | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|--|-------------------------------|--|--|---|--|--|----------------------------|--|--|--|--|--|------------------------------------|--|--|------------------------------|--|--|
| ALBERTA | | | Dawson Creek 318 | | | Upper Island Cove..... 1,080 | | | Cornwall..... 14,117 | | | QUEBEC | | | Charlesbourg..... 2,789 | | | | | |
| Cities | | | Hope 615 | | | Victoria..... 1,099 | | | Dresden..... 1,662 | | | Cities | | | Charny..... 2,831 | | | | | |
| Calgary..... 100,044 | | | Mission..... 1,987 | | | Wesleyville..... 2,778 | | | Dryden..... 1,641 | | | Arvida..... 4,581 | | | Gatineau..... 4,909 | | | | | |
| Drumheller..... 2,659 | | | Quebec..... 30,751 | | | Windsor..... 2,962 | | | Dundas..... 3,276 | | | Cap de la Madeleine..... 11,961 | | | L'Abord i Plouffe..... 1,773 | | | | | |
| Edmonton..... 113,116 | | | Southwest..... 759 | | | West Mines..... 1,392 | | | Dunville..... 1,700 | | | Chicoutimi..... 16,040 | | | Lac au Saumon..... 1,703 | | | | | |
| Lethbridge..... 16,522 | | | William's Lake..... 540 | | | | | | Durham..... 7,966 | | | Drummondville..... 10,355 | | | La Malbaie..... 2,324 | | | | | |
| Medicine Hat..... 12,859 | | | | | | | | | Eastview..... 2,012 | | | Granby..... 14,197 | | | La Providence..... 1,924 | | | | | |
| Red Deer..... 4,042 | | | MANITOBA | | | (There is no statutory provision for the erection of villages.) | | | Essex..... 1,935 | | | Grand Mere..... 8,608 | | | La Sarre..... 2,167 | | | | | |
| Wetaskiwin..... 2,645 | | | Cities | | | | | | Forest..... 1,370 | | | Hull..... 32,947 | | | L'Epiphanie..... 1,941 | | | | | |
| | | | Brandon..... 17,351 | | | Cities | | | Fort Erie..... 6,595 | | | Joliette..... 12,749 | | | Loretteville..... 2,564 | | | | | |
| | | | Portage la Prairie..... 7,620 | | | Halifax..... 70,488 | | | Fort Frances..... 5,897 | | | Lachine..... 20,051 | | | Maniwaki..... 2,320 | | | | | |
| | | | St. Boniface..... 21,613 | | | Sydney..... 28,305 | | | Gananoque..... 4,044 | | | Levis..... 11,991 | | | Montmorency..... 5,393 | | | | | |
| | | | Winnipeg..... 229,045 | | | | | | Georgetown..... 4,557 | | | Longueuil..... 7,087 | | | Mont Joli..... 3,533 | | | | | |
| | | | Towns | | | Towns | | | Geraldton..... 2,979 | | | Montreal..... 903,007 | | | Mont Laurier..... 2,661 | | | | | |
| Athabasca..... 747 | | | Beausejour..... 1,181 | | | Amherst..... 8,620 | | | Goderich..... 4,357 | | | Outremont..... 30,751 | | | Plessisville..... 3,522 | | | | | |
| Bassano..... 593 | | | Birke..... 677 | | | Annapolis Royal..... 782 | | | Gravenhurst..... 2,122 | | | Quebec..... 150,757 | | | Pointe i Gatineau..... 2,230 | | | | | |
| Beverly..... 1,171 | | | Boussevain..... 836 | | | Antigonish..... 2,157 | | | Grimsby..... 2,331 | | | St. Hyacinthe..... 17,798 | | | Port Rouge..... 1,865 | | | | | |
| Blairmore..... 1,767 | | | Carberry..... 857 | | | Berwick..... 962 | | | Haileybury..... 2,268 | | | St. Jean..... 13,646 | | | Priseville..... 2,321 | | | | | |
| Brooks..... 1,691 | | | Carman..... 1,555 | | | Bridgetown..... 1,020 | | | Hanover..... 3,290 | | | St. Lambert..... 6,417 | | | Riviere du Moulin..... 1,581 | | | | | |
| Camrose..... 2,957 | | | Dauphin..... 4,637 | | | Bridgewater..... 3,445 | | | Hawkesbury..... 6,263 | | | Shawingaan Falls..... 20,325 | | | St. Alexis de la Grande..... 2,230 | | | | | |
| Cardston..... 2,334 | | | Deloraine..... 819 | | | Canso..... 1,418 | | | Hespeler..... 3,058 | | | Sherbrooke..... 35,965 | | | Baie..... 1,783 | | | | | |
| Castor..... 647 | | | Emerson..... 699 | | | Clarks Harbour..... 887 | | | Huntsville..... 2,800 | | | Sorel..... 12,251 | | | Ste. Anne de Beaurp..... 1,783 | | | | | |
| Clareholm..... 1,306 | | | Gladstone..... 647 | | | Dartmouth..... 10,847 | | | Ingersoll..... 3,782 | | | Theftord Mines..... 12,716 | | | Ste. Anne de Chicoutimi..... 1,593 | | | | | |
| Coleman..... 1,839 | | | Grandview..... 547 | | | Digby..... 1,657 | | | Kapuskasing..... 3,431 | | | Trois-Rivieres..... 42,007 | | | Ste. Eustache..... 1,564 | | | | | |
| Coronation..... 633 | | | Hartney..... 509 | | | Dominion..... 3,279 | | | Kenora..... 7,745 | | | Valleyfield (de Salaberry)..... 17,052 | | | St. Felicien..... 1,653 | | | | | |
| Didsbury..... 980 | | | Killarney..... 1,091 | | | Glace Bay..... 25,147 | | | Kincardine..... 2,507 | | | Verdun..... 67,349 | | | St. Gabriel de Brandon..... 1,632 | | | | | |
| Edson..... 1,571 | | | Melita..... 659 | | | Hantsport..... 907 | | | Kingsville..... 2,317 | | | Westmount..... 26,047 | | | St. Georges E. (Beauce)..... 1,945 | | | | | |
| Fort Saskatchewan..... 921 | | | Minnedosa..... 1,837 | | | Inverness..... 2,975 | | | Leamington..... 5,858 | | | | | | St. Jacques..... 1,634 | | | | | |
| Grande Prairie..... 2,267 | | | Morden..... 1,690 | | | Joggins..... 1,109 | | | Leaside..... 6,183 | | | Acton Vale..... 2,366 | | | St. Joseph (Beauce)..... 1,892 | | | | | |
| Hanna..... 1,756 | | | Morris..... 920 | | | Kentville..... 3,928 | | | Listowel..... 3,013 | | | Amos..... 2,862 | | | St. Joseph (Richelle)..... 2,207 | | | | | |
| High River..... 1,674 | | | Neepawa..... 2,468 | | | Lockport..... 1,074 | | | Mattawa..... 1,971 | | | Archabaska..... 1,883 | | | St. Marc des Carrires..... 2,118 | | | | | |
| Innisfail..... 1,272 | | | Rivers..... 657 | | | Louisburg..... 1,012 | | | Meaford..... 2,662 | | | Asbestos..... 5,711 | | | Ste. Marie..... 1,736 | | | | | |
| Lacombe..... 1,808 | | | Russell..... 885 | | | Lunenbourg..... 2,856 | | | Merrittton..... 2,993 | | | Aymer..... 3,115 | | | St. Raymond..... 2,137 | | | | | |
| Leduc..... 920 | | | Selkirk..... 5,408 | | | Mahone Bay..... 1,025 | | | Midland..... 6,800 | | | Baie Comeau..... 1,548 | | | Sandon..... 2,115 | | | | | |
| Lloydminster (Pt)..... 698 | | | Stonehall..... 1,071 | | | Middleton..... 1,172 | | | Milton..... 1,964 | | | Bagotville..... 3,248 | | | Warwick..... 1,504 | | | | | |
| MacLeod..... 1,649 | | | Swan River..... 1,175 | | | Mulgrave..... 1,057 | | | Mimico..... 8,070 | | | Beauharnois..... 3,550 | | | | | | SASKATCHEWAN | | |
| Magrath..... 1,295 | | | The Pas..... 3,102 | | | New Glasgow..... 9,210 | | | Mitchell..... 1,777 | | | Beaufort..... 3,725 | | | | | | Cities | | |
| Morinville..... 735 | | | Transcona | | | New Waterford..... 9,302 | | | Mount Forest..... 1,892 | | | Bedford..... 1,697 | | | | | | Moose Jaw..... 23,069 | | |
| Nanton..... 873 | | | Tuxedo..... 677 | | | North Sydney..... 6,836 | | | Napane..... 3,405 | | | Beloil..... 2,008 | | | | | | North Battleford..... 5,717 | | |
| Okotoks..... 591 | | | Virden..... 1,597 | | | Oxford..... 1,297 | | | New Liskeard..... 3,019 | | | Berthier..... 2,634 | | | | | | Prince Albert..... 14,532 | | |
| Olds..... 1,521 | | | Villages | | | Parrsboro..... 3,069 | | | Newmarket..... 4,026 | | | Black Lake..... 2,276 | | | | | | Regina..... 60,246 | | |
| Peace River..... 997 | | | Altona..... 1,065 | | | Port Hawkesbury..... 1,031 | | | Niagara..... 1,541 | | | Bourlamaque..... 1,545 | | | | | | Saskatoon..... 46,028 | | |
| Pincher Creek..... 1,148 | | | Brooklands..... 2,728 | | | Port Hood..... 647 | | | Oakville..... 4,115 | | | Buckingham..... 4,516 | | | | | | Swift Current..... 6,379 | | |
| Ponoka..... 1,468 | | | Elkhorn..... 592 | | | Shelburne..... 1,695 | | | Orangeville..... 2,718 | | | Cookitook..... 4,414 | | | | | | Weyburn..... 7,003 | | |
| Raymond..... 2,116 | | | Gilbert Plains..... 810 | | | Stearhill..... 7,170 | | | Orillia..... 9,798 | | | Courville..... 2,011 | | | | | | Yorkton..... 5,714 | | |
| Redcliff..... 1,289 | | | Gimli..... 1,045 | | | Spallarton..... 5,351 | | | Paris..... 4,637 | | | Cowansville..... 3,486 | | | | | | Towns | | |
| Rocky Mountain House..... 1,017 | | | Hanania..... 546 | | | Stewiacke..... 916 | | | Parry Sound..... 5,765 | | | Donbeau..... 2,847 | | | | | | Arcola..... 572 | | |
| St. Albert..... 804 | | | Mantow..... 636 | | | Sydney Mines..... 8,198 | | | Pembroke..... 11,159 | | | Dolbeau..... 3,064 | | | | | | Assiniboia..... 1,585 | | |
| St. Paul..... 1,187 | | | Roblin..... 709 | | | Trenton..... 2,699 | | | Penetanguishene..... 4,521 | | | Dorval..... 2,048 | | | | | | Battleford..... 1,336 | | |
| Settler..... 1,499 | | | Shoal Lake..... 683 | | | Truro..... 10,629 | | | Perth..... 4,458 | | | Baz Angus..... 3,301 | | | | | | Biggar..... 1,799 | | |
| Stony Plain..... 720 | | | St. Rose du Lac..... 593 | | | Wedgeport..... 1,327 | | | Petrolia..... 2,801 | | | Farnham..... 4,055 | | | | | | Broadview..... 534 | | |
| Strathmore..... 632 | | | Teulon..... 580 | | | Wesville..... 4,115 | | | Picton..... 3,921 | | | Greenfield Park..... 1,819 | | | | | | Carmichael..... 1,208 | | |
| Sylvan Lake..... 971 | | | Winkler..... 1,164 | | | Windsor..... 3,436 | | | Port Colborne..... 6,993 | | | Hamstead..... 1,974 | | | | | | Candace..... 520 | | |
| Taber..... 1,760 | | | Winnipegosis..... 896 | | | Wolfville..... 1,944 | | | Port Hope..... 5,055 | | | Huntingdon..... 1,952 | | | | | | Duck Lake..... 561 | | |
| Three Hills..... 952 | | | | | | Yarmouth..... 7,790 | | | Prescott..... 3,223 | | | Iberville..... 3,454 | | | | | | Estevan..... 589 | | |
| Toftod..... 608 | | | | | | | | | Preston..... 6,704 | | | Jonquiere..... 13,769 | | | | | | Eaton..... 3,120 | | |
| Vegreville..... 1,563 | | | | | | | | | Renfrew..... 5,511 | | | Kenogami..... 6,579 | | | | | | Eaton..... 3,120 | | |
| Vermilion..... 1,630 | | | | | | | | | Ridgetown..... 1,944 | | | Lachute..... 5,310 | | | | | | Eaton..... 883 | | |
| Vulcan..... 786 | | | | | | | | | Riverside..... 4,878 | | | Laprairie..... 2,936 | | | | | | Foam Lake..... 564 | | |
| Wainwright..... 1,261 | | | | | | | | | Rockland..... 2,040 | | | LaSalle..... 4,651 | | | | | | Gravelbourg..... 1,079 | | |
| | | | | | | | | | St. Marys..... 3,635 | | | La Tuque..... 7,919 | | | | | | Grenfell..... 856 | | |
| | | | | | | | | | Seaforth..... 1,668 | | | L'Assomption..... 1,829 | | | | | | Gull Lake..... 730 | | |
| | | | | | | | | | Simcoe..... 6,037 | | | Lauzon..... 7,877 | | | | | | Herbert..... 824 | | |
| | | | | | | | | | Sioux Lookout..... 1,736 | | | Laval-des-Rapides..... 3,242 | | | | | | Humboldt..... 1,798 | | |
| | | | | | | | | | Smith's Falls..... 7,139 | | | Lennoxville..... 2,150 | | | | | | Indian Head..... 1,354 | | |
| | | | | | | | | | Southampton..... 1,600 | | | Louisville..... 3,542 | | | | | | Kamsack..... 1,754 | | |
| | | | | | | | | | Strachroy..... 3,016 | | | Magog..... 9,034 | | | | | | Kelvington..... 698 | | |
| | | | | | | | | | Sturgeon Falls..... 4,576 | | | Malarie..... 2,895 | | | | | | Kerrobert..... 711 | | |
| | | | | | | | | | Tecumseh..... 2,412 | | | Marieville..... 2,394 | | | | | | Kindersley..... 1,235 | | |
| | | | | | | | | | Thorold..... 5,305 | | | Matane..... 4,633 | | | | | | Leader..... 760 | | |
| | | | | | | | | | Tilbury..... 2,155 | | | Megantic..... 4,560 | | | | | | Lloydminster (Pt)..... 1,135 | | |
| | | | | | | | | | Tillsonburg..... 4,002 | | | Montmagny..... 4,585 | | | | | | Maple Creek..... 1,280 | | |
| | | | | | | | | | Timmins..... 28,790 | | | Montreal E..... 2,335 | | | | | | Meadow Lake..... 1,456 | | |
| | | | | | | | | | Trenton..... 8,325 | | | Montreal N..... 6,152 | | | | | | Melfort..... 2,308 | | |
| | | | | | | | | | Walkerton..... 2,679 | | | Montreal W..... 3,474 | | | | | | Melville..... 3,824 | | |
| | | | | | | | | | Wallaceburg..... 4,986 | | | Mont Royal..... 4,888 | | | | | | Moosemin..... 1,134 | | |
| | | | | | | | | | Waterloo..... 9,025 | | | Nicolet..... 3,751 | | | | | | Nipawin..... 2,211 | | |
| | | | | | | | | | Weston..... 5,740 | | | Noranda..... 4,576 | | | | | | Outagamia..... 6,241 | | |
| | | | | | | | | | Whitby..... 5,904 | | | Pointe aux Trembles..... 4,314 | | | | | | Oxbow..... 579 | | |
| | | | | | | | | | Wiarion..... 1,749 | | | Pointe Claire..... 4,536 | | | | | | Qu'Appelle..... 536 | | |
| | | | | | | | | | Wingham..... 2,030 | | | Port Alfred..... 3,243 | | | | | | Radville..... 859 | | |
| | | | | | | | | | | | | Quebec W..... 3,619 | | | | | | Rosetown..... 1,563 | | |
| | | | | | | | | | | | | Richmond..... 3,082 | | | | | | Rosthern..... 1,218 | | |
| | | | | | | | | | | | | Rimouski..... 7,009 | | | | | | Shaunavon..... 1,643 | | |
| | | | | | | | | | | | | Roberval..... 3,220 | | | | | | Sutherland..... 1,046 | | |
| | | | | | | | | | | | | Rouyn..... 8,808 | | | | | | Tisdale..... 1,469 | | |
| | | | | | | | | | | | | Ste. Agathe des Monts..... 3,308 | | | | | | Unity..... 817 | | |
| | | | | | | | | | | | | Ste. Anne de Bellevue..... 3,006 | | | | | | Wadena..... 762 | | |
| | | | | | | | | | | | | St. Jerome..... 11,329 | | | | | | Watrous..... 1,126 | | |
| | | | | | | | | | | | | St. Joseph d'Alma..... 6,449 | | | | | | Whitewood..... 630 | | |
| | | | | | | | | | | | | St. Joseph de Grantham..... 5,536 | | | | | | Wilkie..... 1,428 | | |
| | | | | | | | | | | | | St. Laurent..... 6,242 | | | | | | Wolsley..... 901 | | |
| | | | | | | | | | | | | St. Michel..... 2,936 | | | | | | Wynyard..... 1,084 | | |
| | | | | | | | | | | | | St. Pierre..... 4,061 | | | | | | | | |
| | | | | | | | | | | | | St. Rose..... 2,202 | | | | | | | | |
| | | | | | | | | | | | | St. Therese..... 4,639 | | | | | | | | |
| | | | | | | | | | | | | St. Tit..... 2,385 | | | | | | | | |
| | | | | | | | | | | | | Terrebonne..... 2,209 | | | | | | | | |
| | | | | | | | | | | | | Temiscaming..... 2,168 | | | | | | | | |
| | | | | | | | | | | | | Trois Pistoles..... 2,176 | | | | | | | | |
| | | | | | | | | | | | | Val d'Or..... 4,385 | | | | | | | | |
| | | | | | | | | | | | | Victoriaville..... 8,516 | | | | | | | | |
| | | | | | | | | | | | | Waterloo..... 3,173 | | | | | | | | |
| | | | | | | | | | | | | Windsor..... 3,368 | | | | | | | | |
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